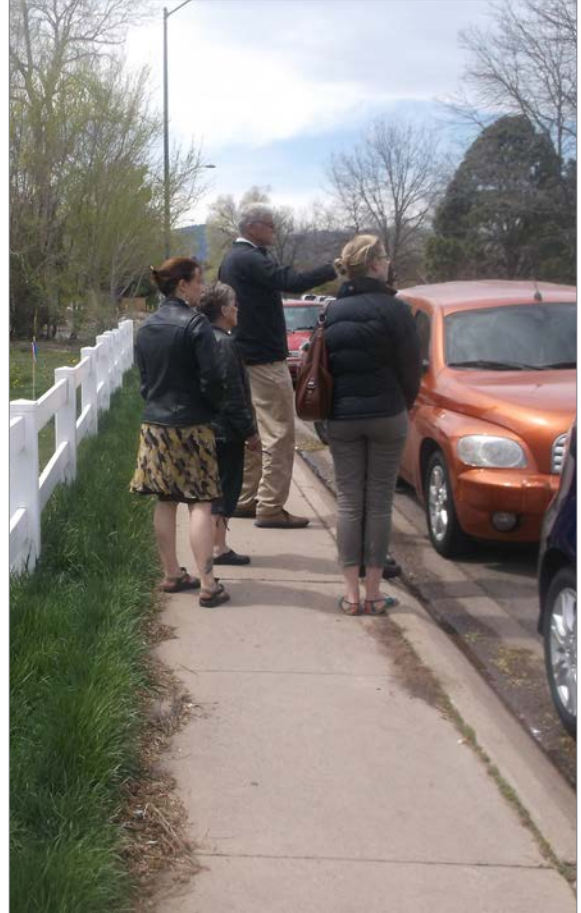


West Central Area Plan



Stakeholder Committee

Meeting #3

September 10, 2014

Table of Contents / Agenda

Welcome	3
Meeting Guidelines	4
Project Updates	5
Process & Schedule	5
Recent & Upcoming Outreach	6
Final Vision Statements	7
Discussion Topics	8
Draft Introductory Text (Lloyd Walker)	8
Land Use & Neighborhood Character	9
Transportation & Mobility	17
Open Space Networks	23
Prospect Corridor Design Alternatives	27
Next Steps	45
Appendices	
1. SC Meeting #2 Summary	
2. Final Vision Statements	
3. Draft Introductory Text (Lloyd Walker)	

Contact Info:

Ted Shepard
Chief Planner
tshepard@fcgov.com
(970) 221-6343

Amy Lewin
Transportation Planner
alewin@fcgov.com
(970) 416-2040

Rebecca Everette
City Planner
reverette@fcgov.com
(970) 416-2625

Welcome

Welcome to Stakeholder Meeting #3! Thank you for your continued commitment to the West Central Area Plan process.

This packet provides a summary of the work completed on the West Central Area Plan since the last Stakeholder Committee meeting (July 2014).

The Visioning phase of the planning effort is complete, and staff and the consultant team are currently developing preliminary policy options, land use and transportation concepts, and preliminary design alternatives for Prospect Corridor.

The focus of this meeting will be on the preliminary policy options for Land Use & Neighborhood Character, Transportation & Mobility, and Open Space Networks - as well as the design options for Prospect Corridor. We would like your feedback on the materials presented here prior to the development of policies, action items, and recommendations for the draft plan.

As a reminder, these packets will also be made available online so others can participate in the process and provide additional input. We highly encourage you to talk with your neighbors, friends, family, and colleagues about their ideas for the future of the West Central Area.

Meeting Guidelines

Creating a forward-looking plan requires a commitment to the process and respect for other participants. Please keep in mind the following “ground rules” during meetings:

This is about what you collectively want for your community

City staff and consultants are here to listen

*These meetings should be less about the past
and more about the future*

Focus on being proactive, not reactive

There are some ‘givens’ that we must work within

We must show respect for private property, present & future neighbors, & the West Central Area as a whole

Listen to understand

Allow everyone an opportunity to participate

Process & Schedule

Planning Phase	Date	Stakeholder Committee Activities	Public Activities & Events
Phase 1: Evaluate Existing & Future Conditions	Mar - June 2014	Stakeholder Committee Selection	Listening Sessions; Walking Tours; WikiMap
Phase 2: Update Vision	Apr - July 2014	Stakeholder Committee Meeting #1 (<i>May</i>)	Visioning Events; Online Survey
Phase 3: Outline Plan & Develop Prospect Design Options	July - Nov 2014	Stakeholder Committee Meeting #2 (<i>July</i>)	Community Presentations & Listening Sessions; Presentations to Advisory Boards & City Council
		Stakeholder Committee Meeting #3 (<i>September</i>)	Open House; Prospect Design Workshops; Online Survey
Phase 4: Develop Policies, Action Items & Draft Plan	Oct - Dec 2014	Stakeholder Committee Meeting #4 (<i>November</i>)	Draft Plan Open Houses; Online Survey
Phase 5: Plan Adoption & Implementation	Dec 2014 - Mar 2015	Stakeholder Committee Meeting #5 (<i>January</i>)	City Council Adoption Hearing

Recent & Upcoming Outreach

Recent Outreach

- **Events**

The West Central Area Plan team had a booth at the ARTiculture event at the Gardens on Spring Creek on August 2.

- **Requested Sessions**

In July and August, City staff met with residents in neighborhoods in the West Central Area as well as the Board of Realtors, by request. Information was also provided to hosts of Neighborhood Night Out events in the West Central Area.

- **Advisory Boards & City Council**

In July, August and September, the West Central Area Plan team gathered feedback from the Planning & Zoning Board, Transportation Board, Affordable Housing Board, and the Senior Advisory Board. Staff also presented the progress to date on the plan to City Council at the August 26 Work Session.

Upcoming Events

- **Open House - Thursday, September 18**

4:00-7:00 p.m. (drop in), Senior Center, 1200 Raintree Dr.

- **Prospect Corridor Workshop - Monday, September 22**

5:30-7:30 p.m., Plymouth Congregational Church, 916 W. Prospect Rd.

- **Online Survey**

Will be launched in conjunction with the open house and Prospect Corridor Workshop, and will be open for approximately 3 weeks.

- **Boards & Commissions**

Presentations to additional City advisory boards throughout the fall.





- **City Council Work Session - Tuesday, November 25**

Presentation of preliminary policy recommendations and the Prospect Corridor preferred alternative.

Final Vision Statements

Revised Vision Statements

Based on input on the draft vision statements from the Stakeholder Committee, Technical Advisory Committee, Planning & Zoning Board, Transportation Board, City Council, and other community outreach, the vision statements have been revised and finalized. The full vision statements and supporting goals are provided in **Appendix 2**.

-  **Land Use & Neighborhood Character**
Vibrant and diverse neighborhoods that provide a high quality of life.
-  **Transportation & Mobility**
A connected network that supports people safely walking, biking, or using public transit as a primary way to travel while balancing the need for efficient auto travel throughout the area.
-  **Open Space Networks**
A functional network of public and private lands that connects wildlife, plants, and people.
-  **Prospect Corridor**
Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community.

Discussion:

Draft Introductory Text

Discussion of the draft text prepared by Lloyd Walker for the Stakeholder Committee's review. Please see **Appendix 3** for the full text for discussion.

Discussion: Land Use & Neighborhood Character

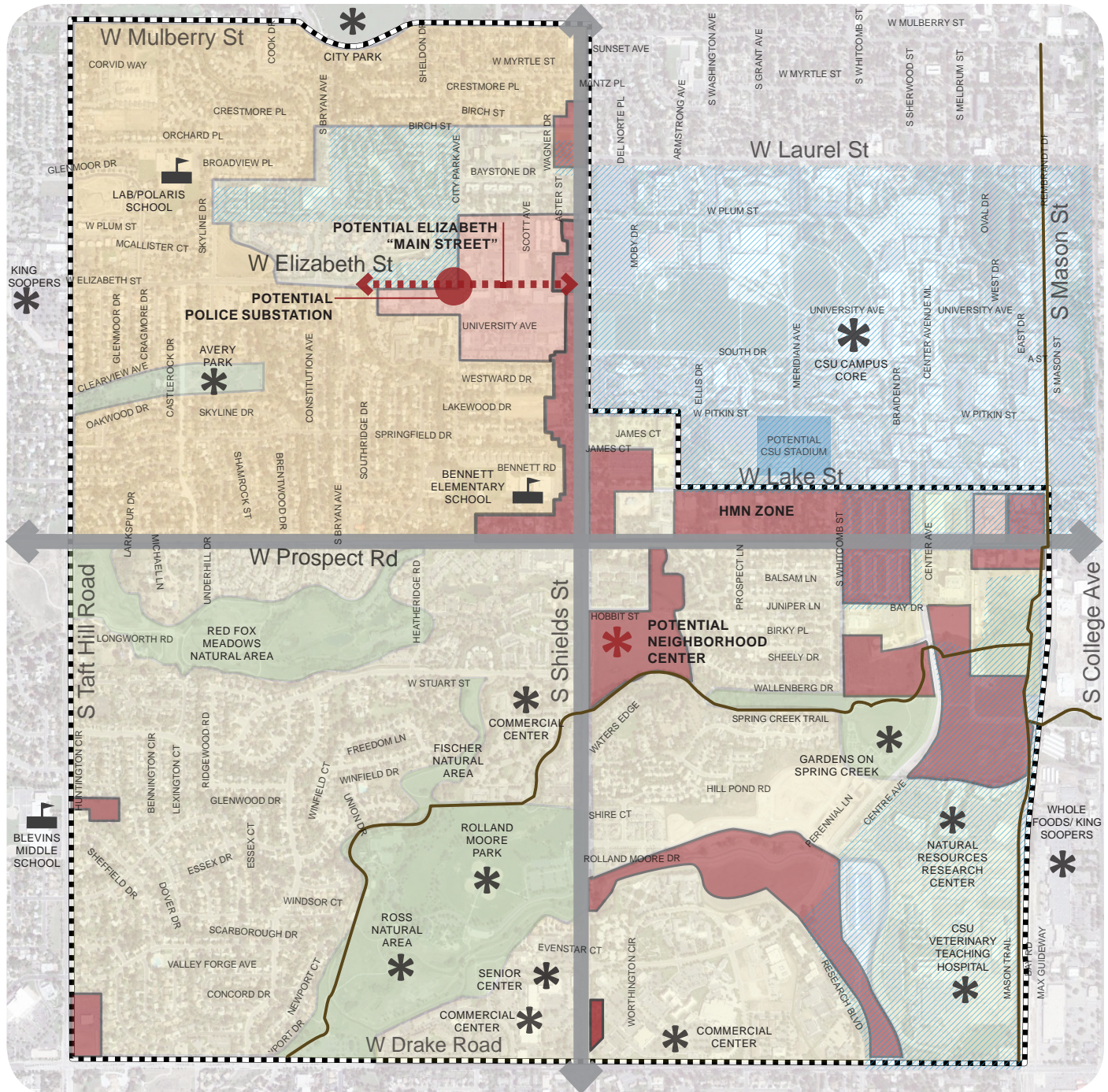
Questions for the Stakeholder Committee:

The following materials were developed to support and provide additional detail related to the vision statements for Land Use & Neighborhood Character. Please review the following pages, keeping these questions in mind:

1. Do the materials accurately reflect and address issues we've heard so far in the planning process?
2. Do the diagrams make sense and are they easy to understand?
3. Is there anything missing?



Areas of Stability, Enhancement, & Development



Legend

Existing Elements

- West Central Area Boundary
- Arterial Road
- Parks & Open Space
- CSU Property
- Major Trails
- Schools
- Key Destinations

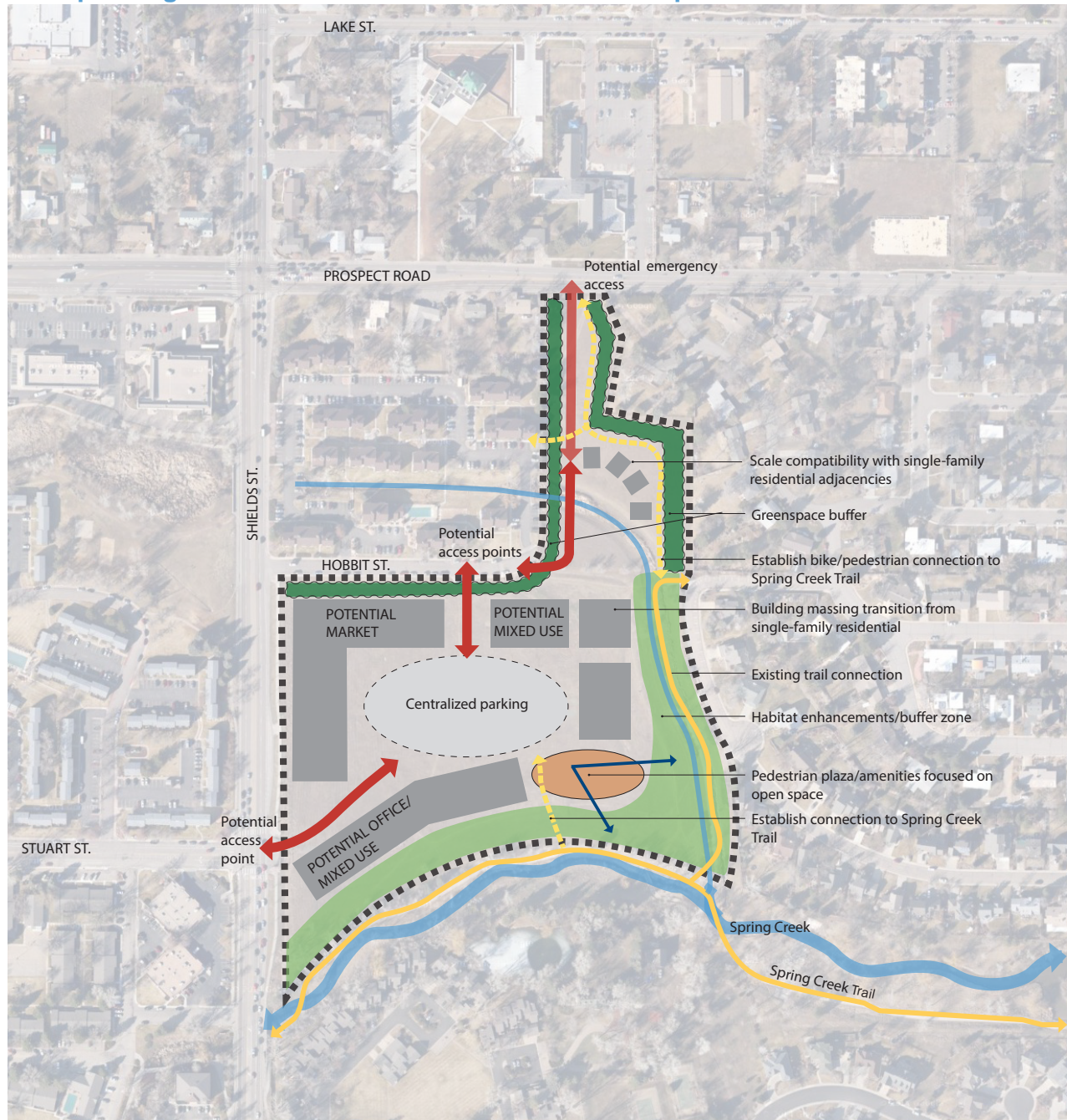
Potential Opportunities

AREAS OF STABILITY, ENHANCEMENT & DEVELOPMENT:

- Significant New Development/Redevelopment
- Some New Development/Redevelopment
- Neighborhood Enhancements
- Areas of Stability

- Potential Elizabeth "Main Street"
- Potential Key Destinations
- Potential Police Substation

Site Influences and Opportunities - Example Neighborhood Center near Shields St & Prospect Road



Goals

- Create transitions between land uses
- Enhance and protect natural features
- Provide connections to Spring Creek Trail and through parcels to establish connectivity
- Orient buildings to address street frontages

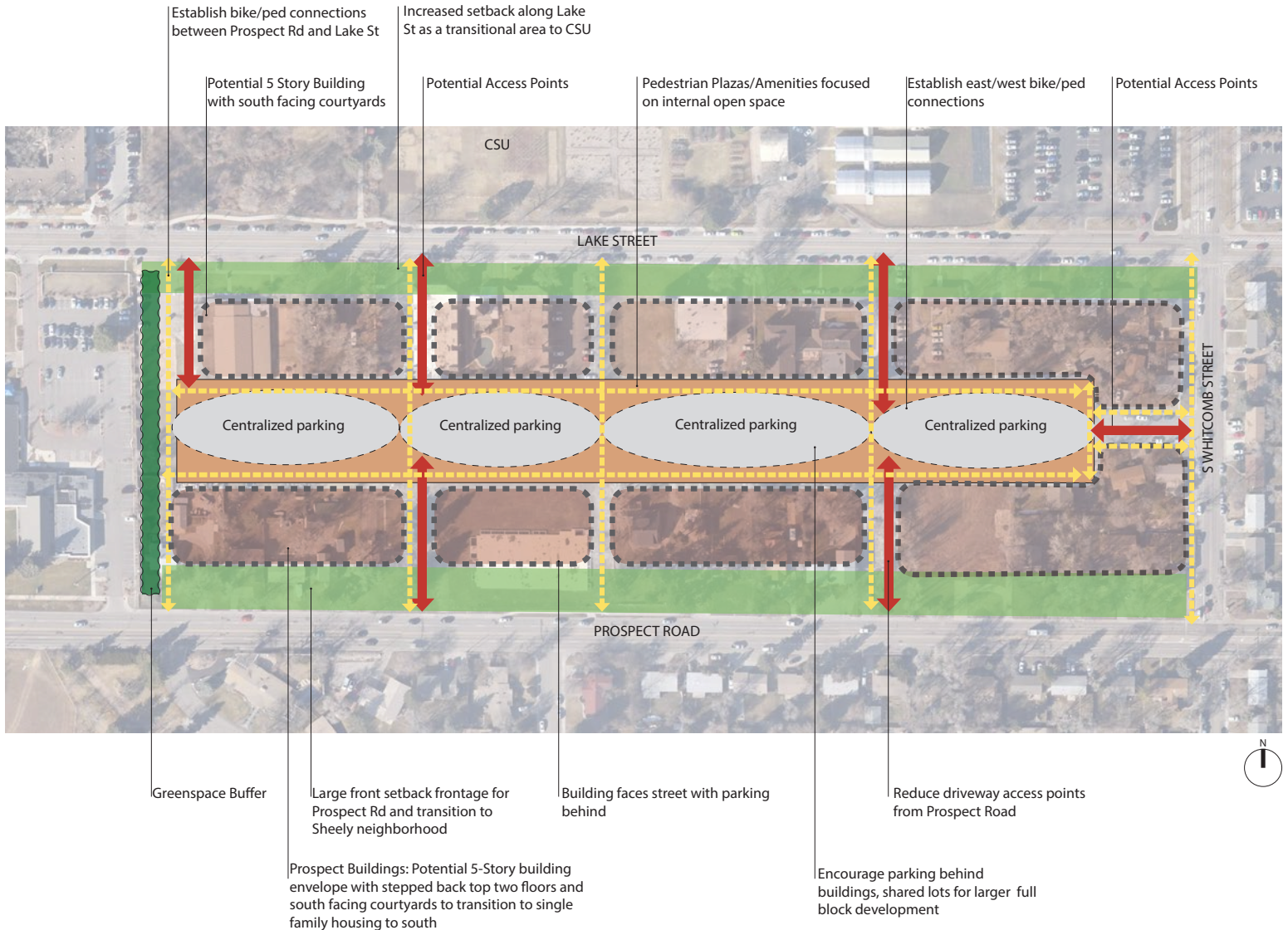
Legend

- Greenspace Buffer
- Habitat Enhancement/Buffer Zone
- Public Amenities
- Potential Access Point
- Pedestrian/Bike Connections
- Existing Trail

Draft - 9/3/2014

Site Influences and Opportunities

HMN Zoned Parcels



Goals

- Provide a unified development approach to the HMN zone
- Create wider Prospect Road frontage as transition to southern neighborhood
- Provide connections from Prospect Rd to Lake St and east to west
- Limit driveway access from Prospect Rd to two main entrances for larger unified development
- Orient buildings to address street frontages
- Create internal parking behind building

Legend

- Greenspace Buffer
- Setback
- Amenities
- Potential Access Point
- Pedestrian/Bike Connections
- Existing Trail

HMN Zone Building Height and Variation



Current condition



3-story building height example



4-story building height with step-back example



4-story building height without step-back example



5-story building height with step-back example



5-story building height without step-back example

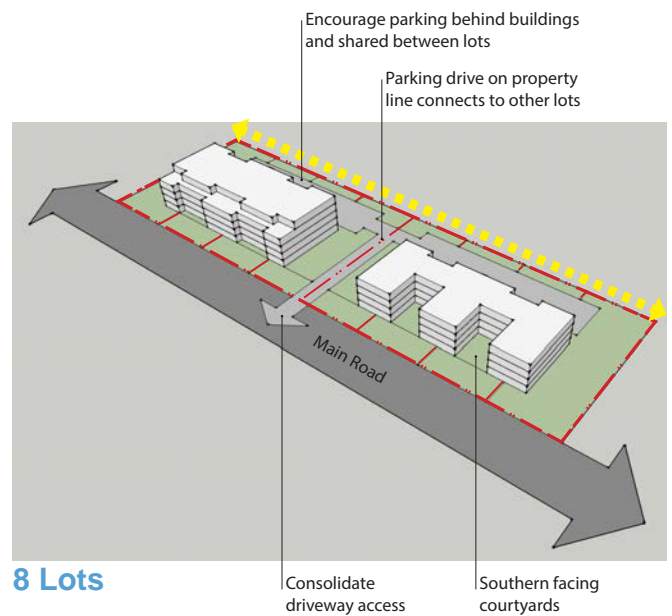
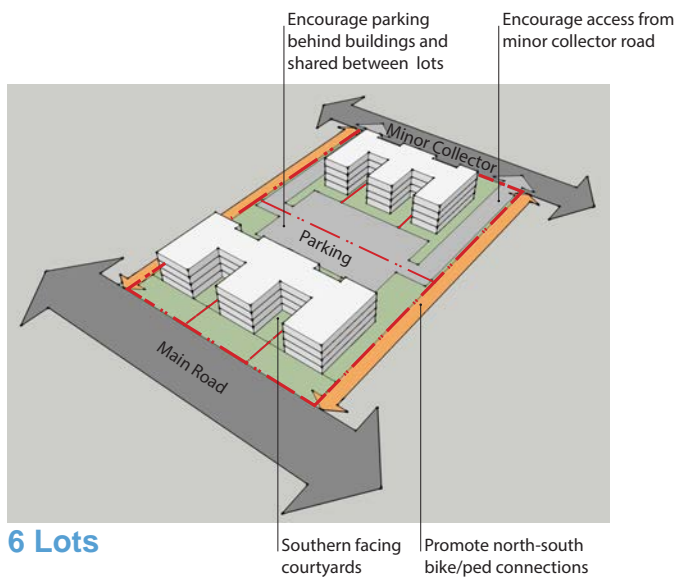
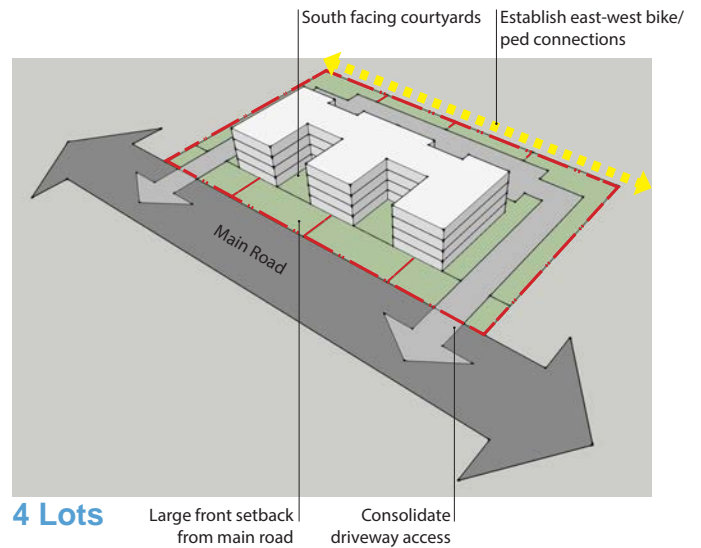
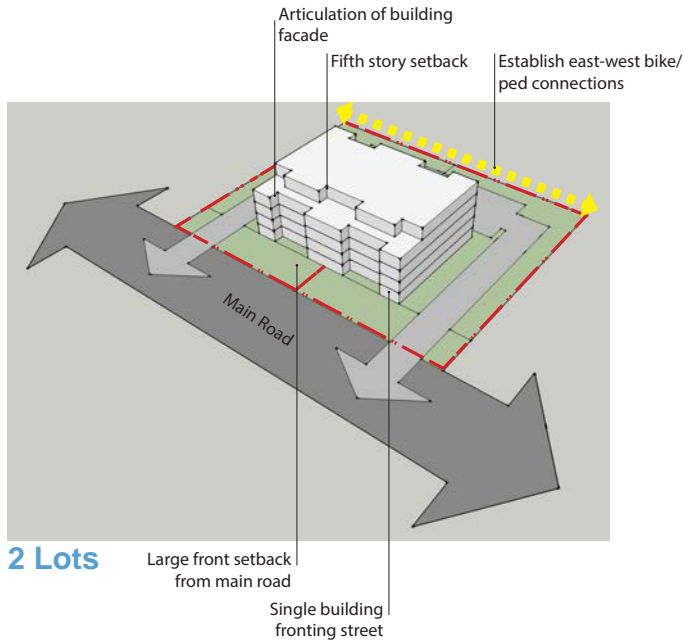


Street-wall variation - vertical/horizontal articulation and step-backs



Street-wall variation - courtyards as articulation/open space

Potential Redevelopment Scenarios in the HMN zone





Neighborhood Enhancement Examples - Single-Family Residential Additions/Renovations



Rear addition w/ cross gable porch/entry



2nd-story addition w/ preservation of horizontal dominance



Expansion into previous garage w/ covered porch/carport at new entry



2nd-story addition w/ preservation of horizontal dominance



Cross-gable porch/entry addition w/ xeriscape enhancements

Before & After Examples



Before addition/renovation



After: Preserve articulation w/ 2nd-story cross-gables



Before addition/renovation



After: Preserve horizontality w/ 2nd-story cross-gable addition



Before addition/renovation



After: Addition as single story cross gable projections

Draft - 9/3/2014

Discussion: Transportation & Mobility

Questions for the Stakeholder Committee:

The following materials were developed to support and provide additional detail related to the vision statements for Transportation & Mobility. Please review the following pages, keeping these questions in mind:

1. Do the materials accurately reflect and address issues we've heard so far in the planning process?
2. Do the diagrams make sense and are they easy to understand?
3. Is there anything missing?

Opportunities for Roadway and Intersection Safety Improvements



Legend

- Major Arterials
- West Central Area Boundary
- Trail Connections
- Need for Intersection Safety Improvements
- Need for Roadway Safety Improvements
- Minor Intersection Improvements (public comment)
- Traffic Calming within Neighborhoods (public comment)
- High Volumes of Bicyclists and/or Pedestrians



Key Safety Improvements



Buffered Bike Lanes - provide comfort and safety for bicyclists



Bike Box - Designated area at a signalized intersection providing bicyclists with a safe/visible waiting point



Raised Crosswalk - reduces motor vehicle speeds



RRFB - User actuated flasher supplementing warning signs at unsignalized intersections or mid-block crossings - activated manually or passively by detection system



Bulbouts - improves pedestrian visibility and comfort, provides traffic calming



Midblock Bulbout with Ped. Sign - improves pedestrian visibility and comfort, provides traffic calming



Pedestrian Refuge Island with "stop for pedestrians" sign



Pedestrian Refuge Island integrated with median



In-road state law stop - improves motorist yield behavior



Pedestrian/Bike Underpass



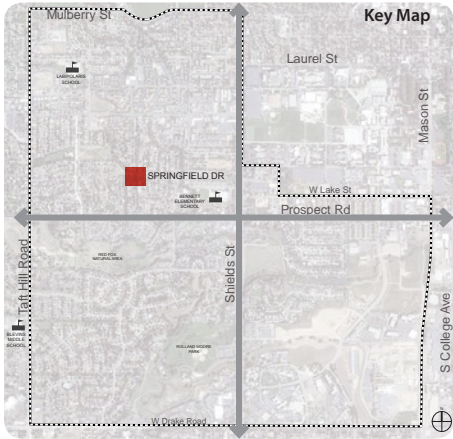
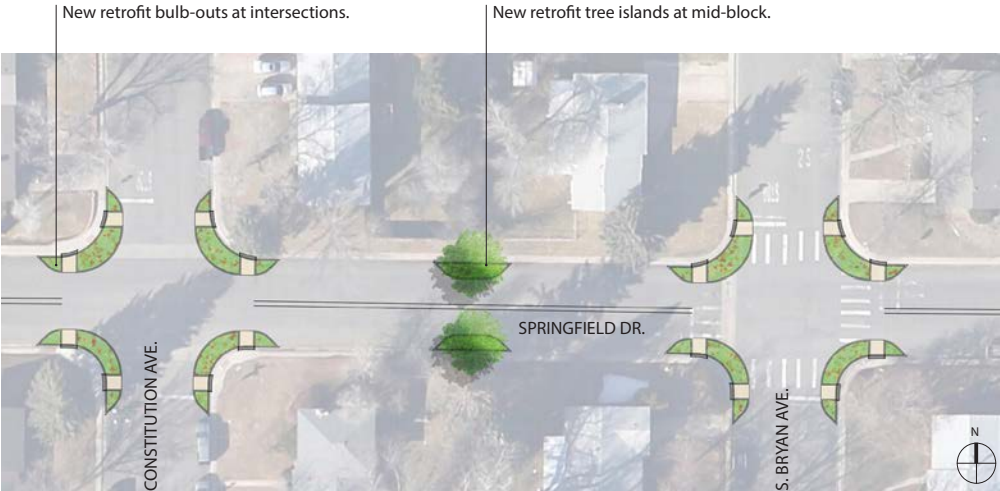
Pedestrian/Bike Overpass



VISION

A connected network that supports people safely walking, biking, or using public transit as a primary way to travel while balancing the need for efficient auto travel throughout the area

Springfield Drive Retrofit



Current intersection condition - Springfield Dr. and Constitution Ave.



Retro fit bulb-outs at intersection condition - Springfield Dr. and Constitution Ave.



Current street condition - Springfield Drive



Retro fit tree islands at midblock condition - Springfield Drive



Street Retrofit Examples

Bulb-out Examples



Curb bulb-out with planting area



Curb bulb-out on a local street condition



Curb bulb-out with flow-line through



Curb bulb-out at corner with stormwater treatment



Curb bulb-out at mid-block crossing

Street Re-striping Examples



Street re-striping - West Stuart Street



Street re-striping - Shields Street



Painted bike lanes

Discussion:

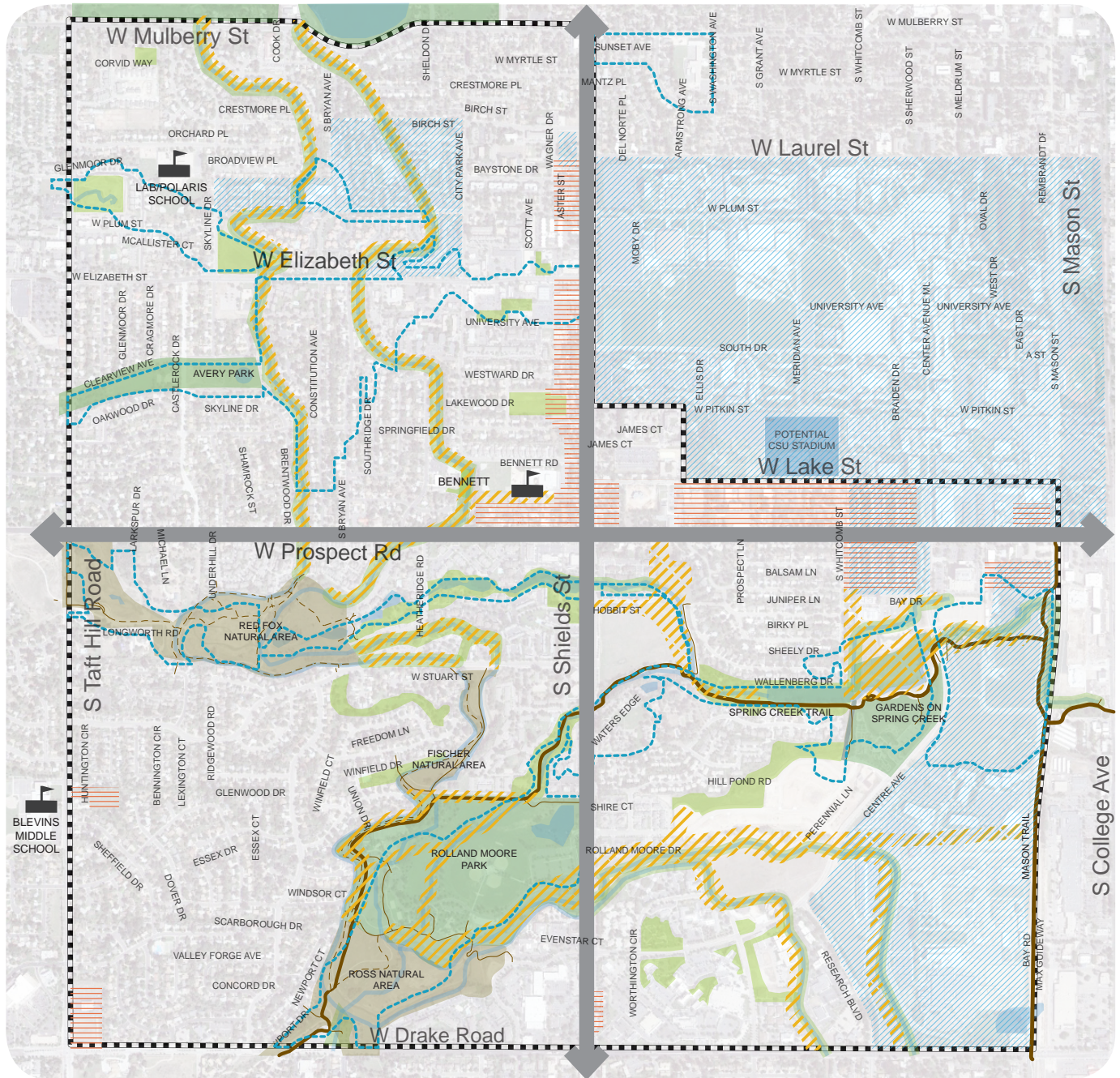
Open Space Networks

Questions for the Stakeholder Committee:

The following materials were developed to support and provide additional detail related to the vision statements for Open Space Networks. Please review the following pages, keeping these questions in mind:

1. Do the materials accurately reflect and address issues we've heard so far in the planning process?
2. Do the diagrams make sense and are they easy to understand?
3. Is there anything missing?

Areas of Potential Open Space Improvements & Additions



Legend

- | | | |
|----------------------------|---------------------------------------|------------------------------------------------------------------|
| West Central Area Boundary | Major Paved Multi-Use Trail | Opportunity for Open Space Improvements & Additions |
| Arterial Road | Minor Paved Multi-Use Trail | Opportunity for Open Space/ Pocket Parks Provided By Development |
| Existing Open Space | Natural Surface Trail | Enhanced Detention Pond as Planned by Fort Collins Utilities |
| Existing Park | Existing Water Body | Schools |
| 100 yr. Floodplain | Existing Fort Collins Natural Area | |
| | Existing Irrigation Canal and Habitat | |
| | CSU Property | |

Open Space Improvements



Stormwater Habitat Enhancement



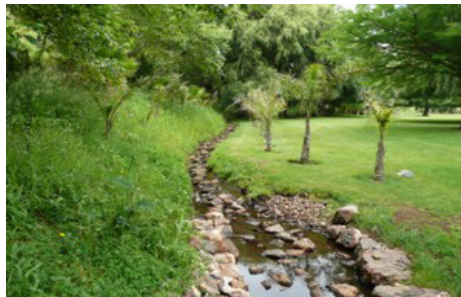
Stormwater Bioswale along Roadway



Enhanced Neighborhood Stormwater Mitigation



Low Water Use Landscape



Irrigation Canal Habitat Enhancement



Trail Network Habitat Enhancement



Courtyard Neighborhood



Multi-family Courtyard



Small Courtyard Facing Road



Pocket Park in Mixed-Use Development



Neighborhood Pocket Park



VISION

A functional network of public and private lands that connects wildlife, plants, and people

Irrigation Ditch Connection Example Sherwood Lateral Crossing to Dartmouth Trail



Connection from cul-de-sac



Trail along Sherwood Lateral ditch



Bridge connection neighborhood to Dartmouth Trail



Bridge over Sherwood Lateral connecting neighborhood to Dartmouth Trail

Discussion: Prospect Corridor Design Alternatives

Questions for the Stakeholder Committee:

The following materials were developed to support and provide additional detail related to the vision statements for the Prospect Corridor. Please review the following pages, keeping these questions in mind:

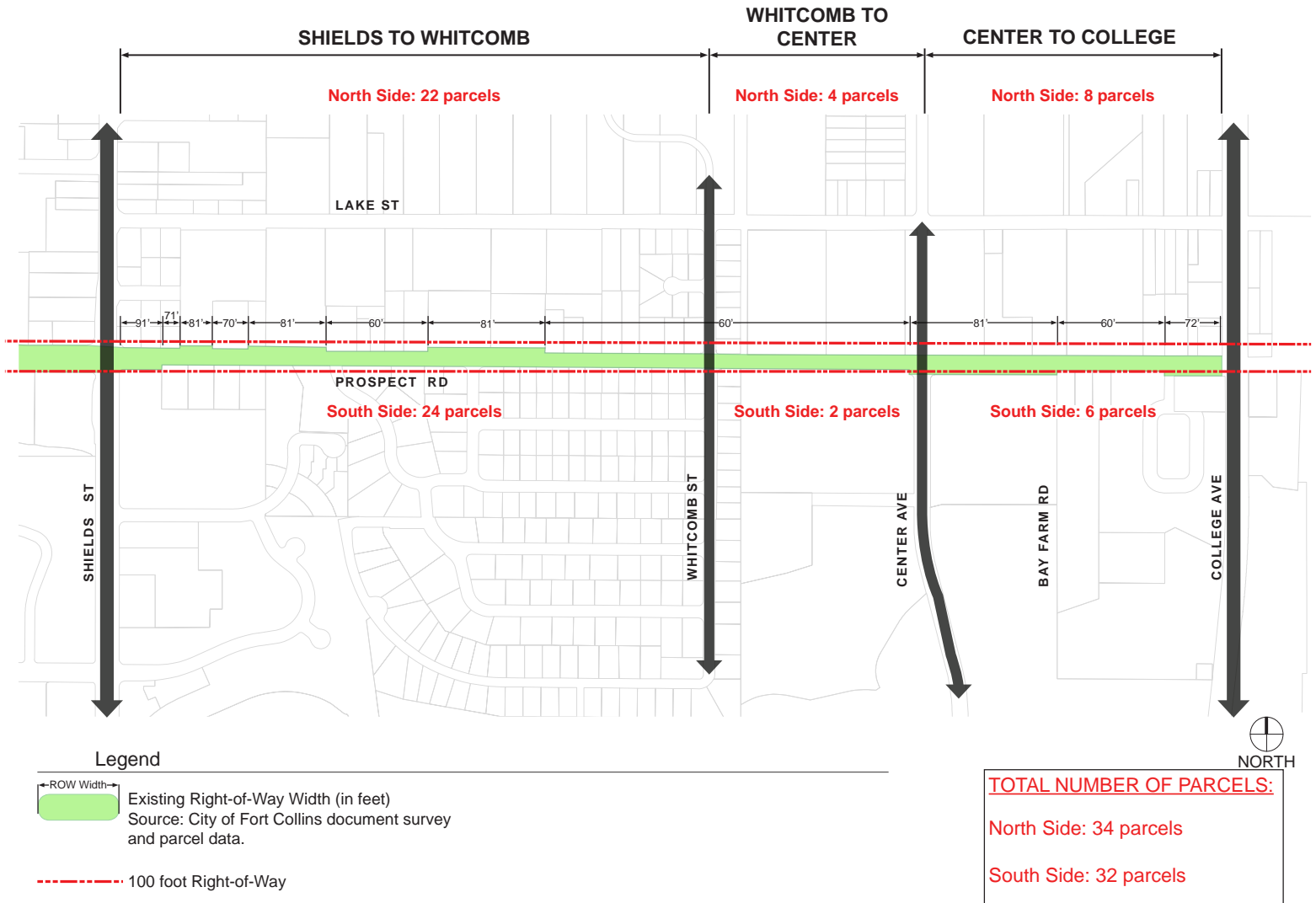
1. Do the materials accurately reflect and address issues we've heard so far in the planning process?
2. Do the diagrams make sense and are they easy to understand?
3. Is there anything missing?



VISION

Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community

Prospect Corridor - Existing Right-of-Way (ROW)





VISION

A connected network that supports people safely walking, biking, or using public transit as a primary way to travel

Key Roadway Enhancement Opportunities



Enhanced Median w/Mixed Planting and Turf



Enhanced Median w/Flowering Planting



Tree Lawn w/Canopy Trees



Buffered Bike Lane



Multi-use Path



Multi-use Path



Enhanced Planting at Intersection



Pedestrian Refuge at Median



Gateway Median



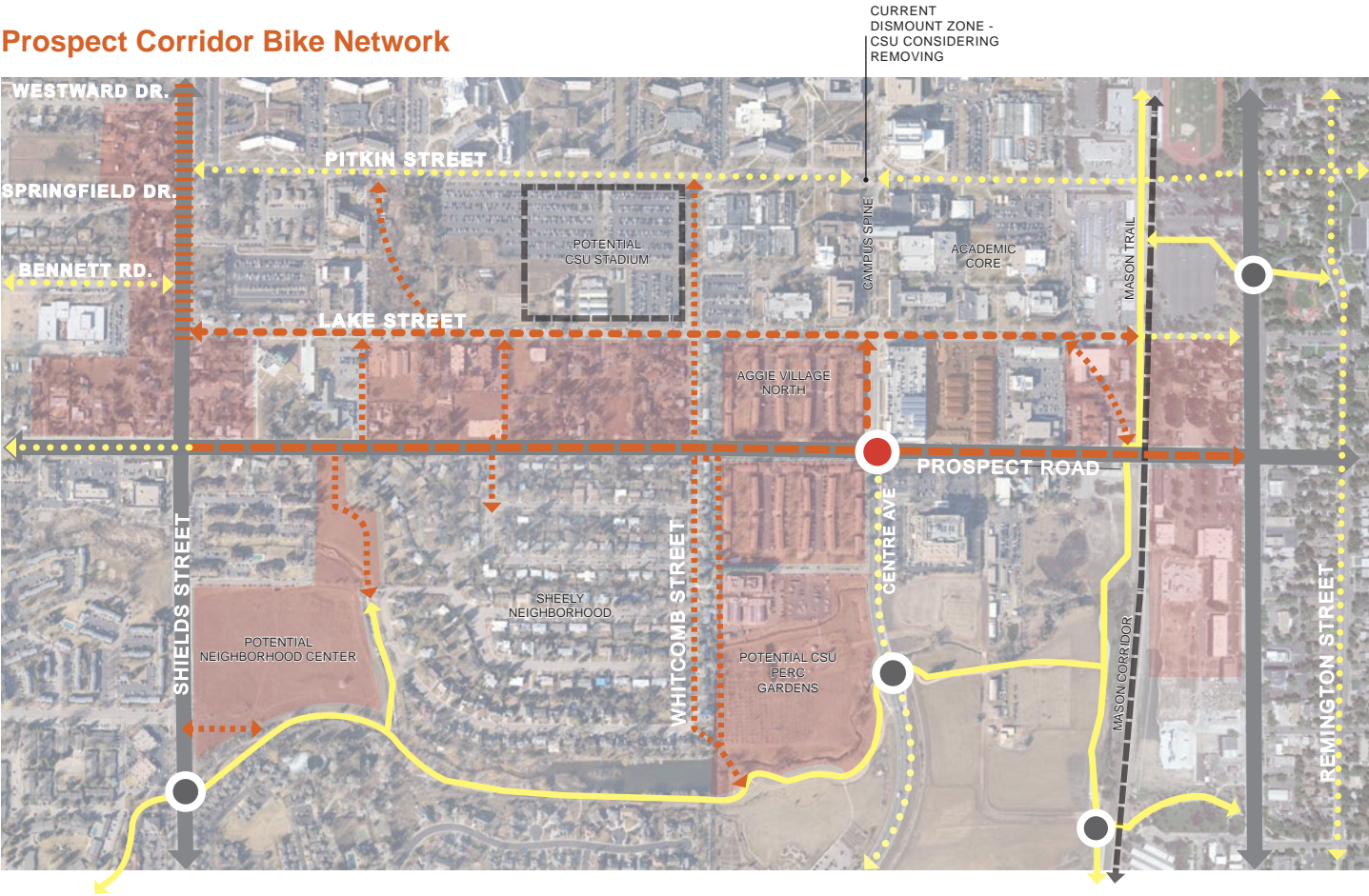
Gateway Intersection w/Enhanced Paving and Corner Treatments



Gateway Intersection w/Enhanced Lighting, Corner Treatments and Paving



Prospect Corridor Bike Network

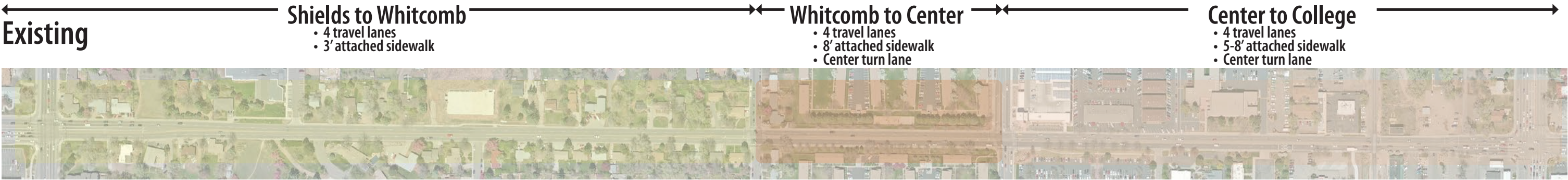


Legend

Land Use & Development
Significant Redevelopment Anticipated

Existing Elements
Arterial Roadway
On-Street Bike Lanes
Shared-Use Trail
Existing Underpass

Potential Opportunities
Potential Underpass
Potential Protected Bike Lanes
Potential Prospect Road Bike Facilities
Additional Desired Connections
Need for Crossing Improvements



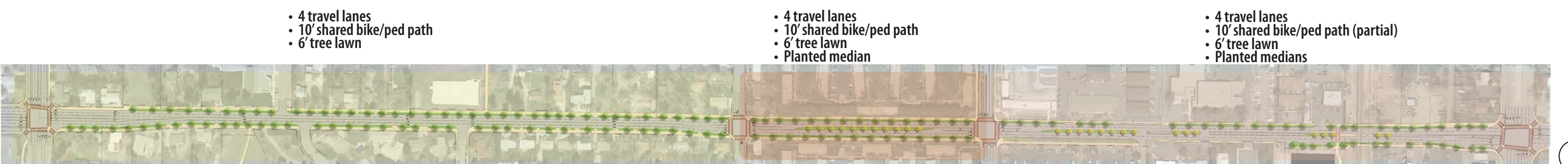
Alternative A - Existing curbs and travel lanes maintained plus pedestrian enhancements - renovate and retrofit.



Alternative B - Replace one travel lane w/buffered bike lane each on side plus pedestrian enhancements - minimize ROW acquisition.

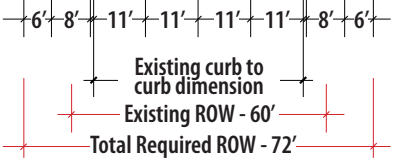
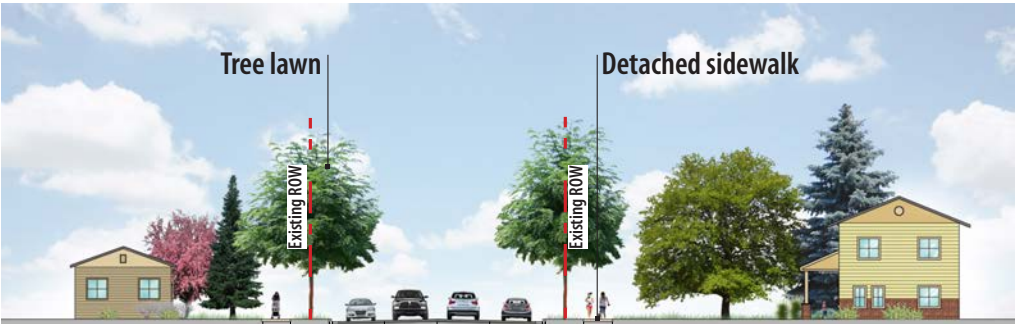
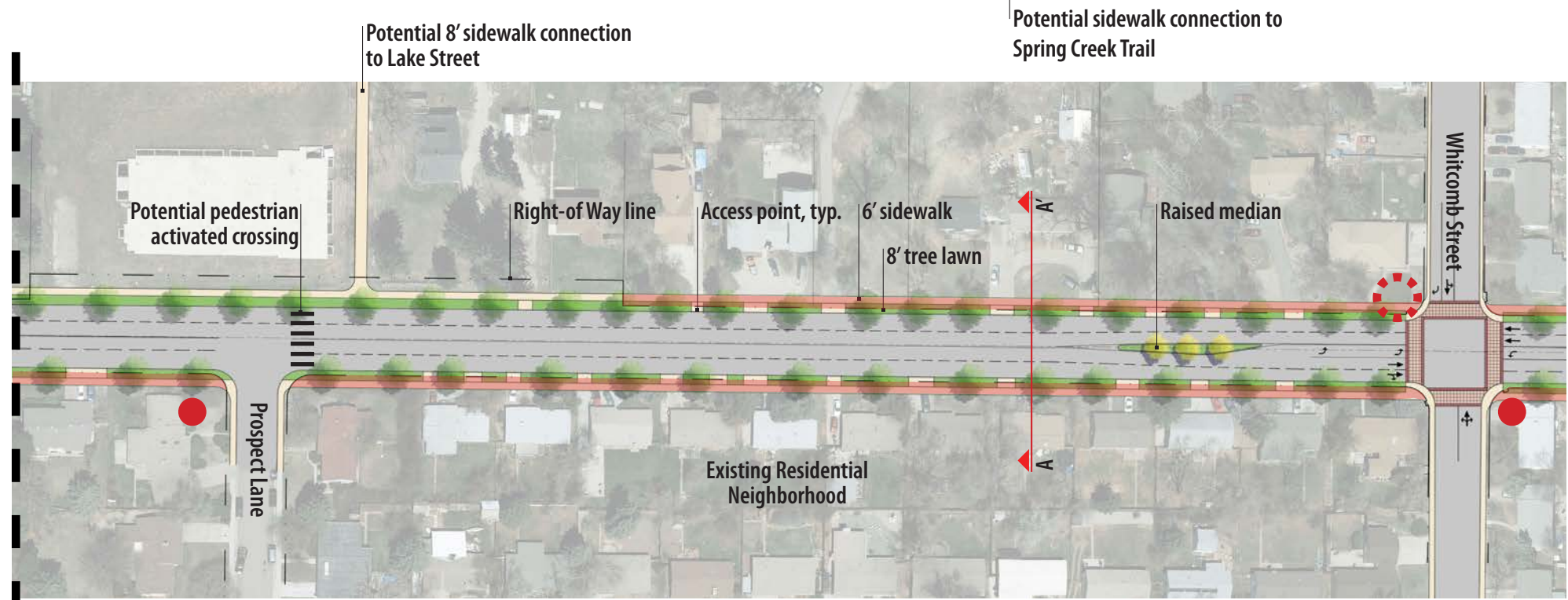


Alternative C - Existing travel lanes maintained plus shared bike/ped path - minimize ROW acquisition on south side of Prospect Road.



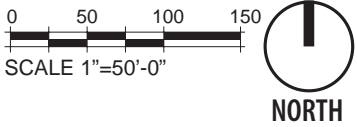


Alternative A



Legend

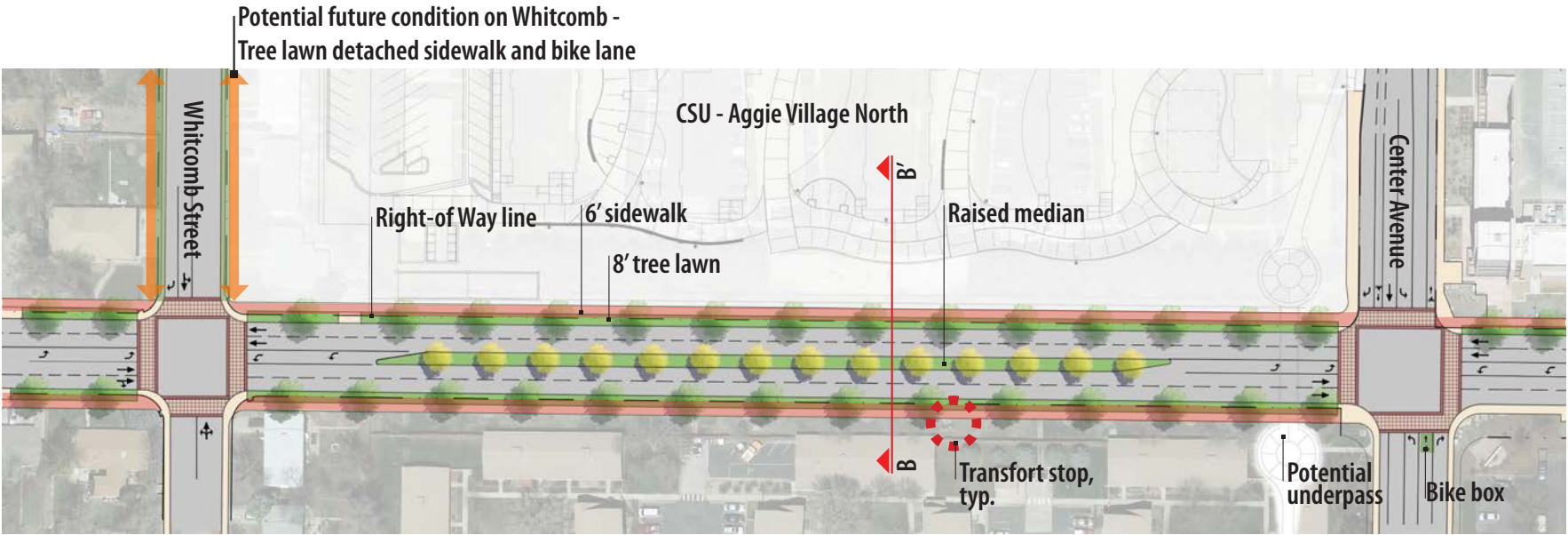
- Potential Right-of Way dedication/acquisition
- Pedestrian Way-finding
- Transfort Stop



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median (where applicable)	N/A	Stops	13 Properties - High Range	23 Properties - High Range
ROW Dedication/Acquisition Range					
Low = 0-5'		Medium = 5-10'		High = 10' and above	

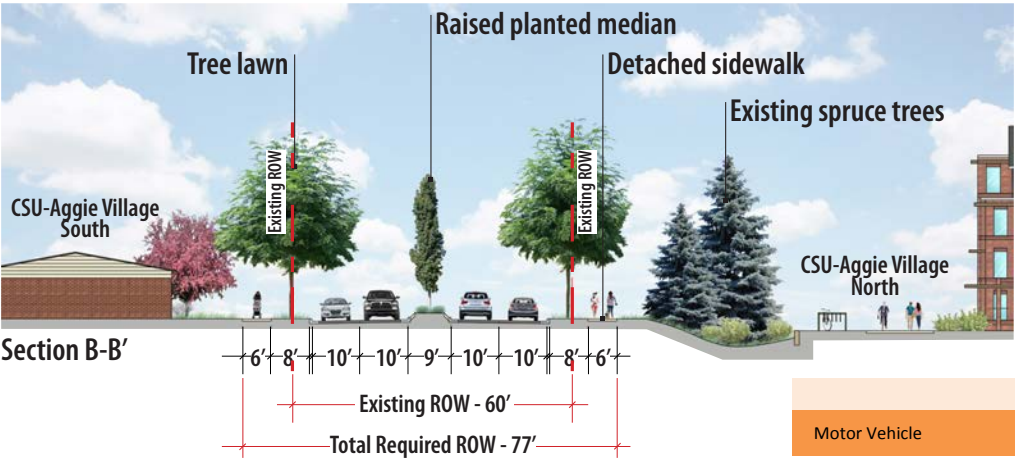
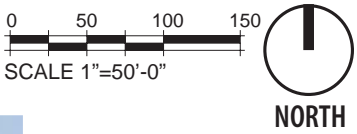


Alternative A



Legend

- Potential Right-of Way dedication/acquisition
- Transfort Stop

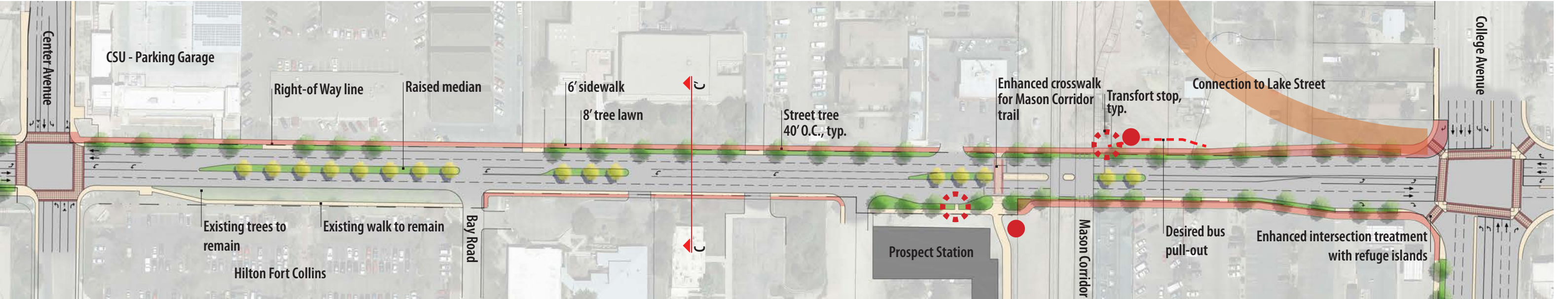


Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	6' Detached Sidewalk	N/A	Stops	2 Properties - Medium range	2 Properties - Medium range
8' Tree Lawn	Planted Median				

ROW Dedication/Acquisition Range		
Low = 0-5'	Medium = 5-10'	High = 10' and above

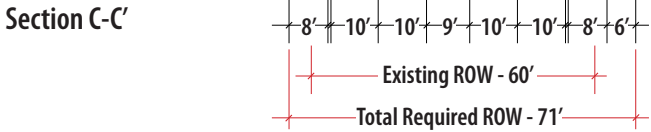
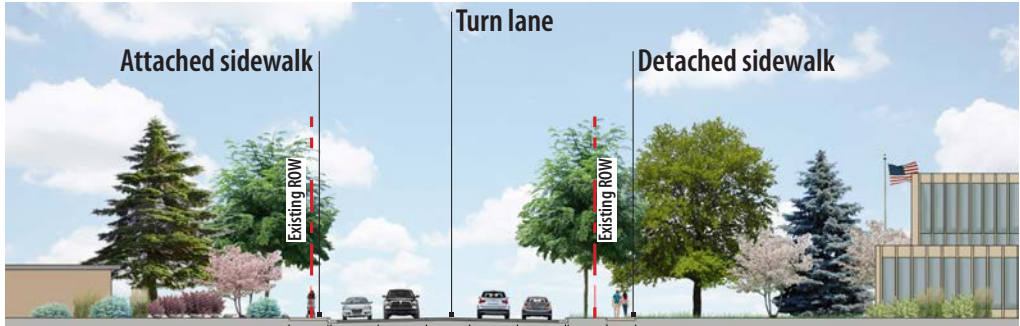
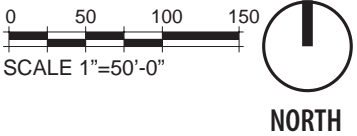


Alternative A



Legend

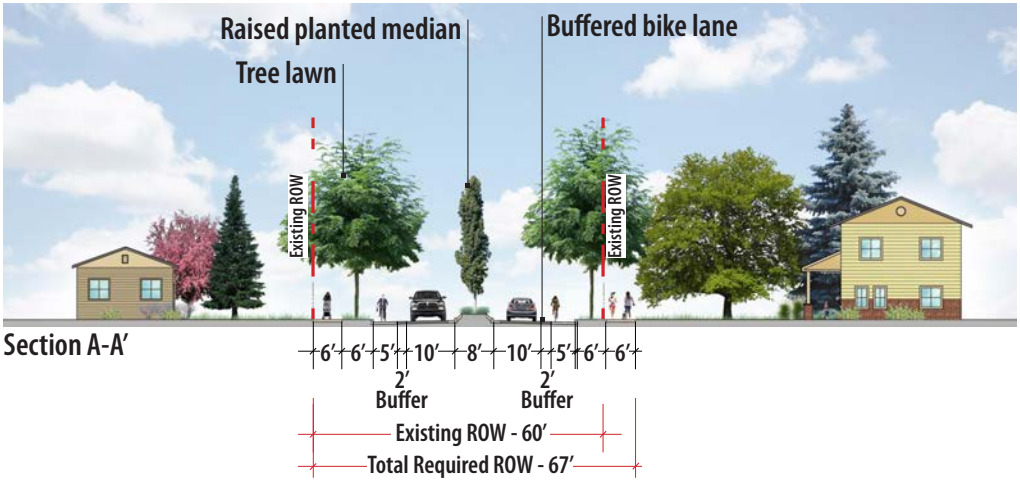
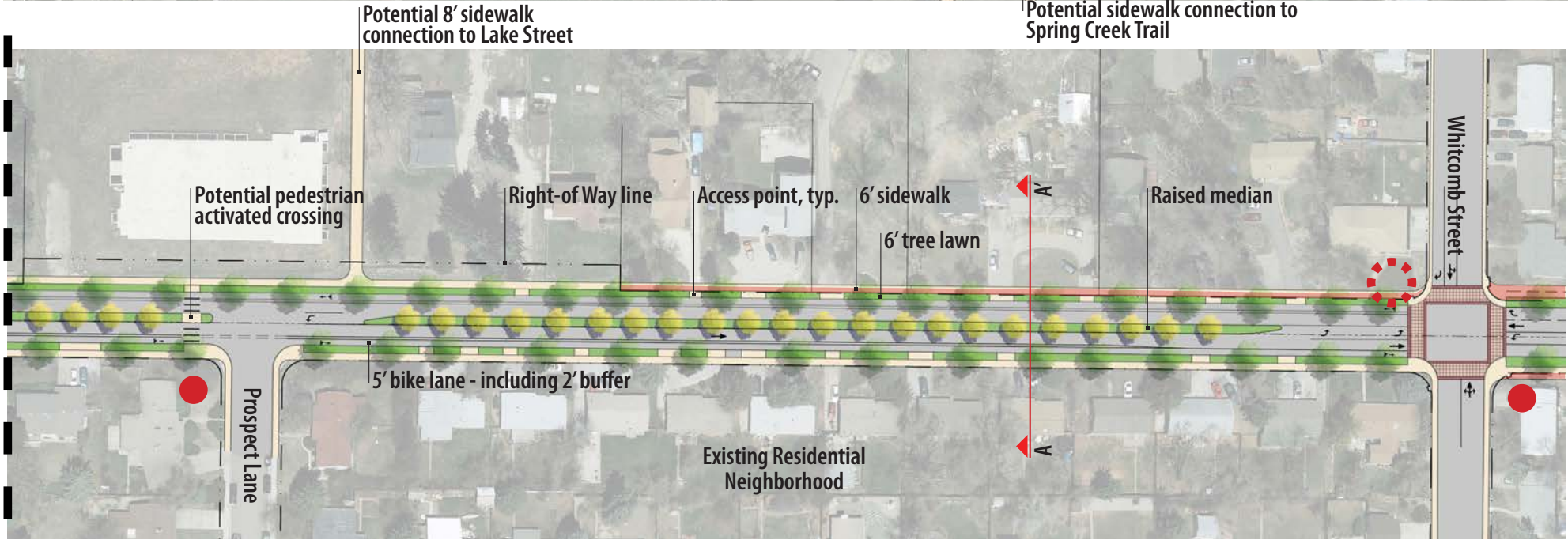
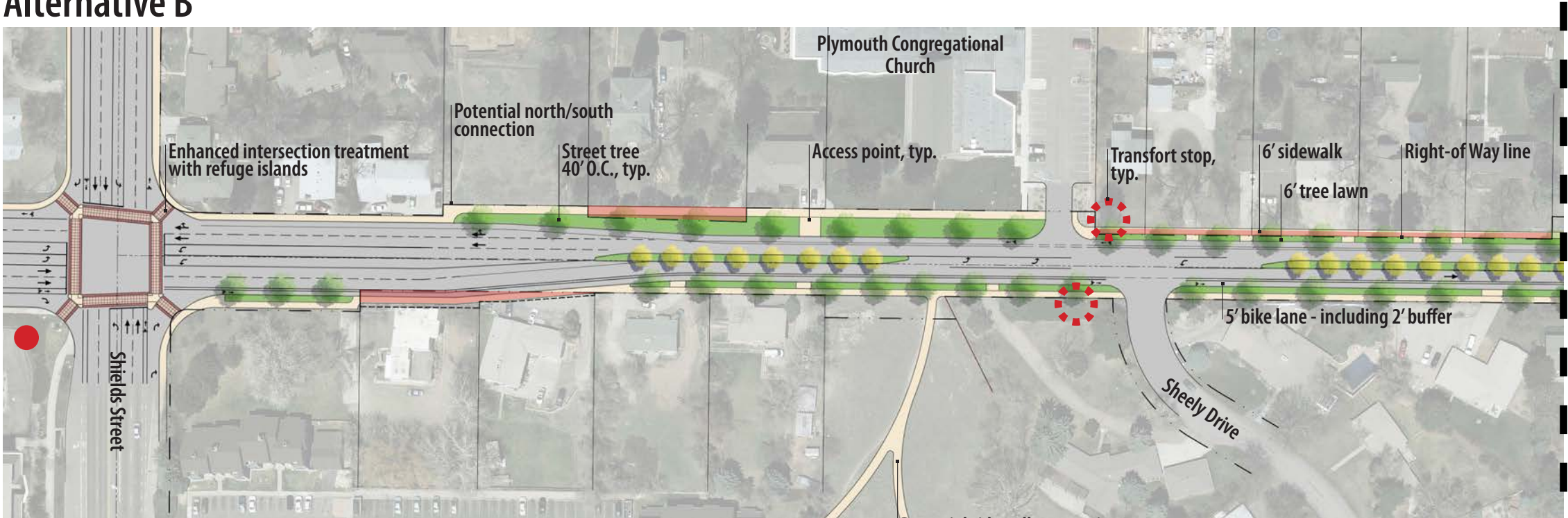
- Potential Right-of Way dedication/acquisition
- Transfort Stop
- Pedestrian Way-finding



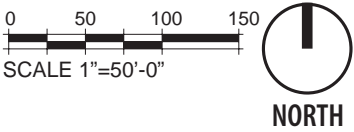
Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes 8' Tree Lawn	6' Detached Sidewalk Planted Median (where applicable)	N/A	Stops	11 Properties - Medium range	4 Properties - Medium range
ROW Dedication/Acquisition Range					
Low = 0-5'		Medium = 5-10'		High = 10' and above	



Alternative B



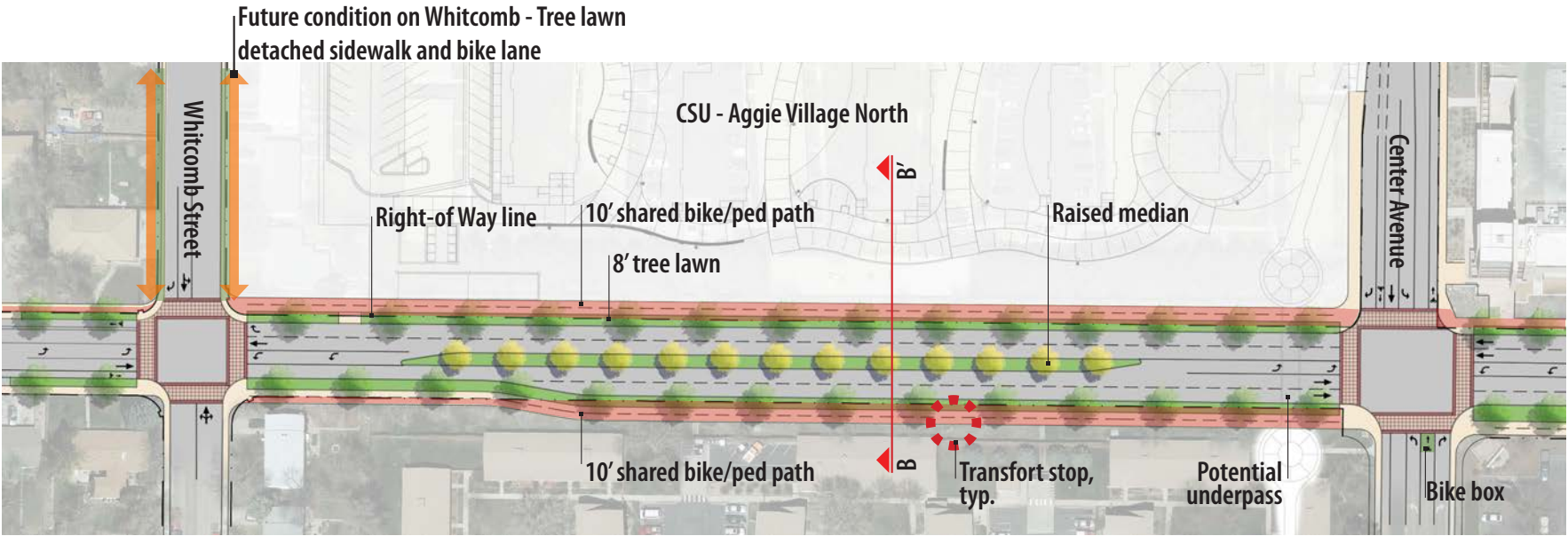
- Legend
- Potential Right-of Way dedication/acquisition
 - Pedestrian Way-finding
 - Transfort Stop



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
2 Travel Lanes (Planted Median)	6' Detached Sidewalk	5' Bike Lane w/ 2' Buffer	Stops	13 Properties - Low range	0 Properties
ROW Dedication/Acquisition Range					
Low = 0-5'		Medium = 5-10'		High = 10' and above	

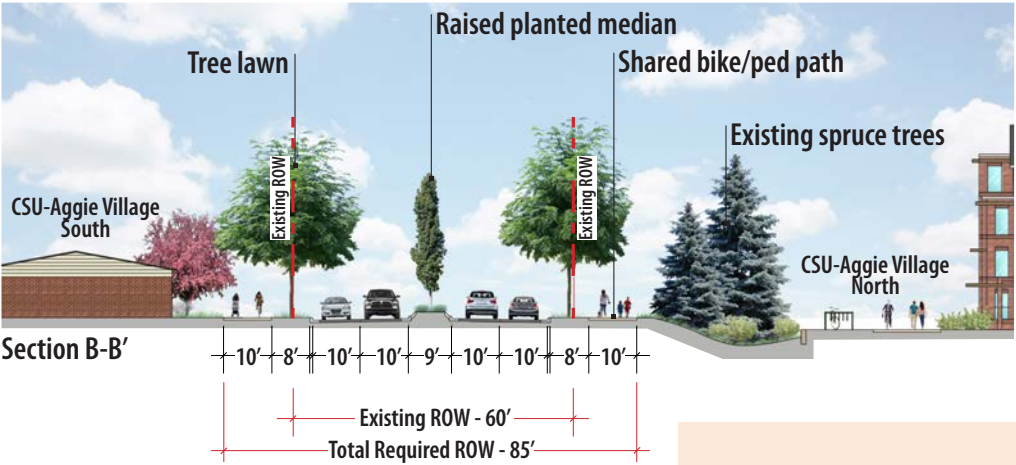
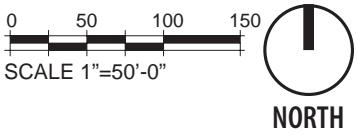


Alternative B



Legend

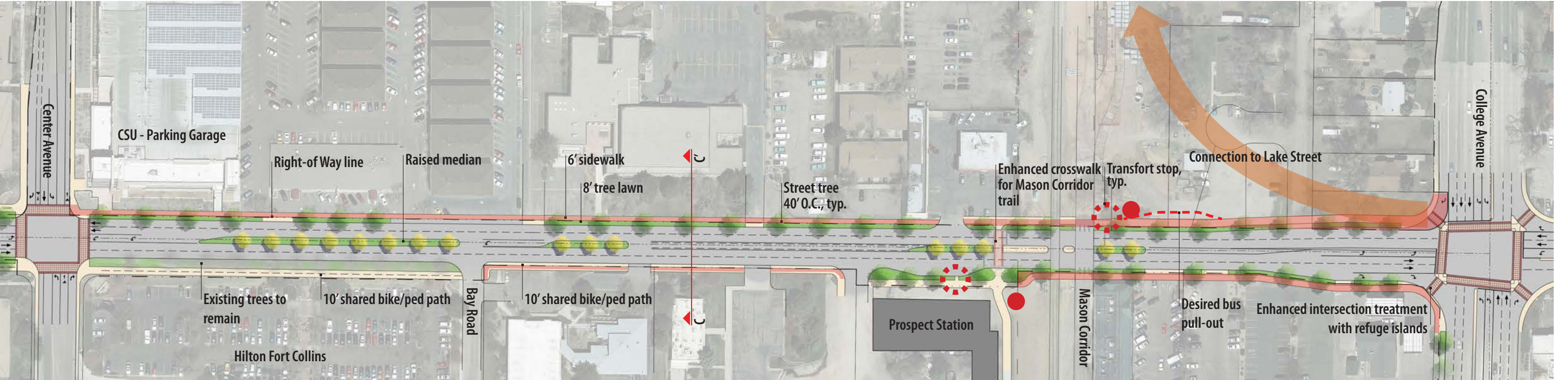
- Potential Right-of Way dedication/acquisition
- Transfort Stop



Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes (Planted Median)	10' Shared Path	10' Shared Path	Stops	2 Properties - High range	2 Properties - High range
ROW Dedication/Acquisition Range					
Low = 0-5'		Medium = 5-10'		High = 10' and above	

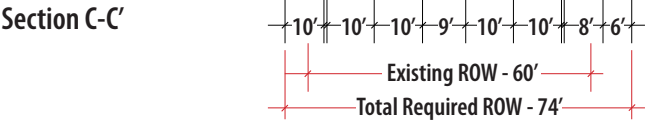
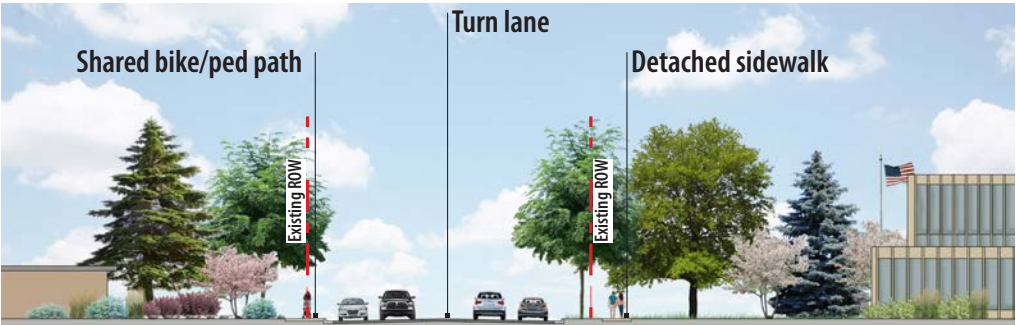
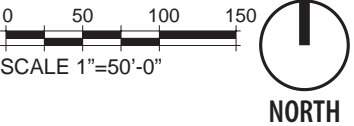


Alternative B



Legend

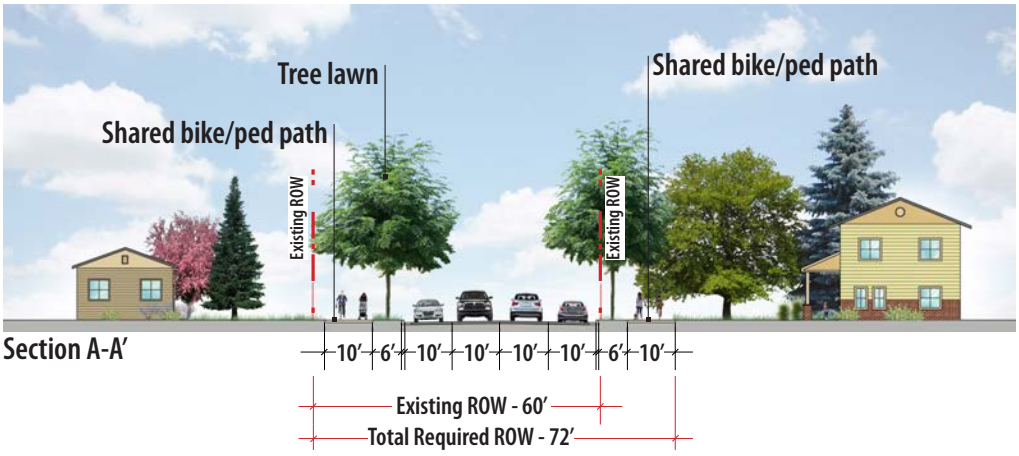
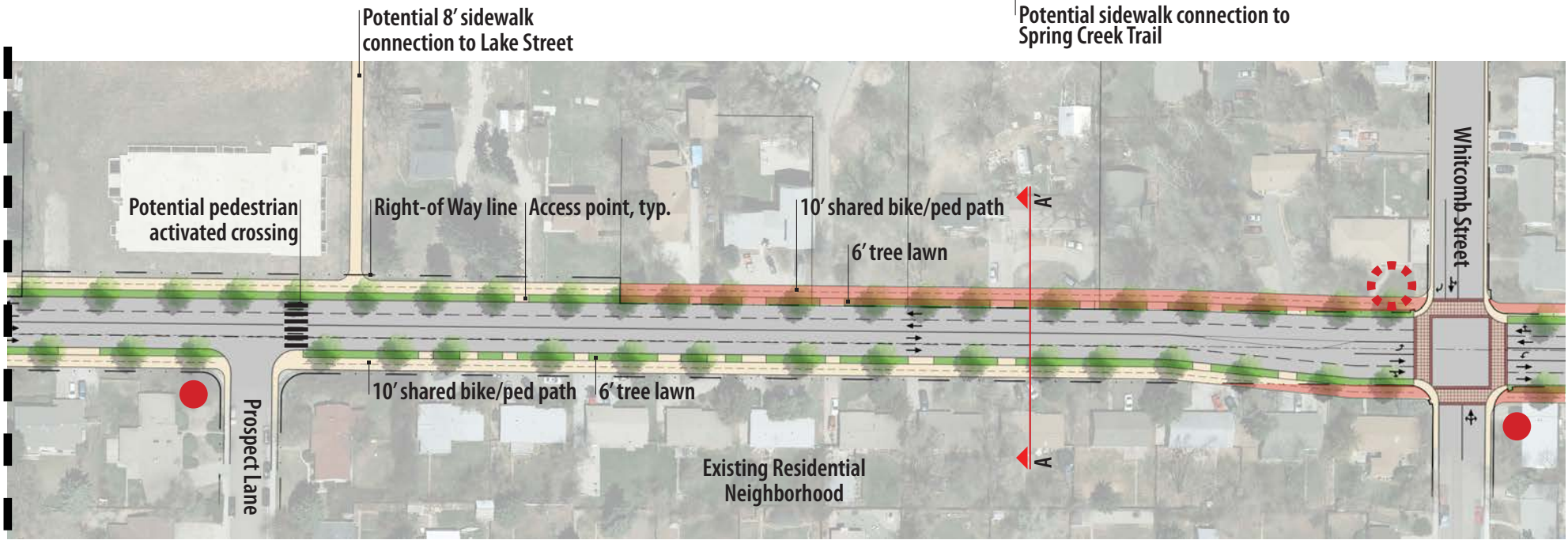
- Potential Right-of Way dedication/acquisition
- Transfort Stop
- Pedestrian Way-finding



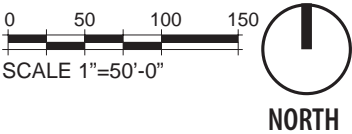
Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	Detached/Attached Sidewalk	10' Shared Path to Mason Trail Detached/Attached	Stops	11 Properties - Medium range	4 Properties - High range
ROW Dedication/Acquisition Range					
Low = 0-5'		Medium = 5-10'		High = 10' and above	



Alternative C

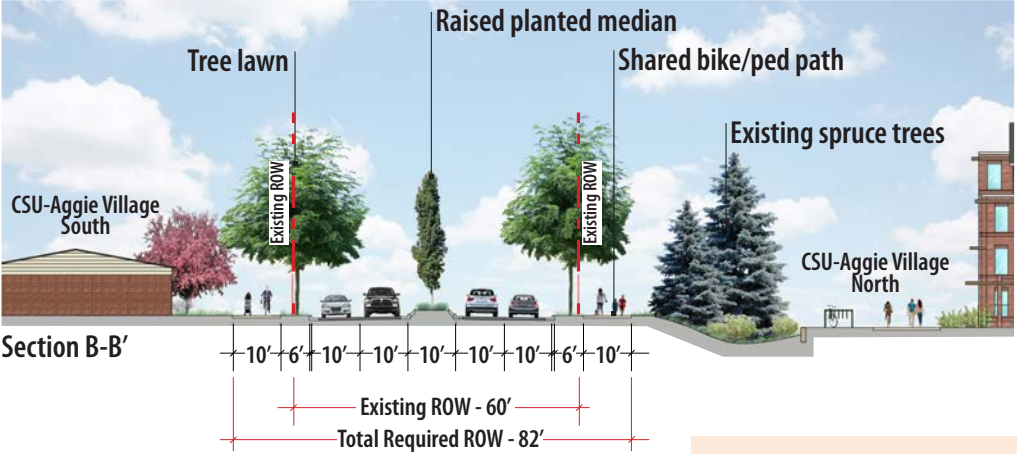
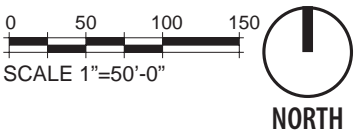
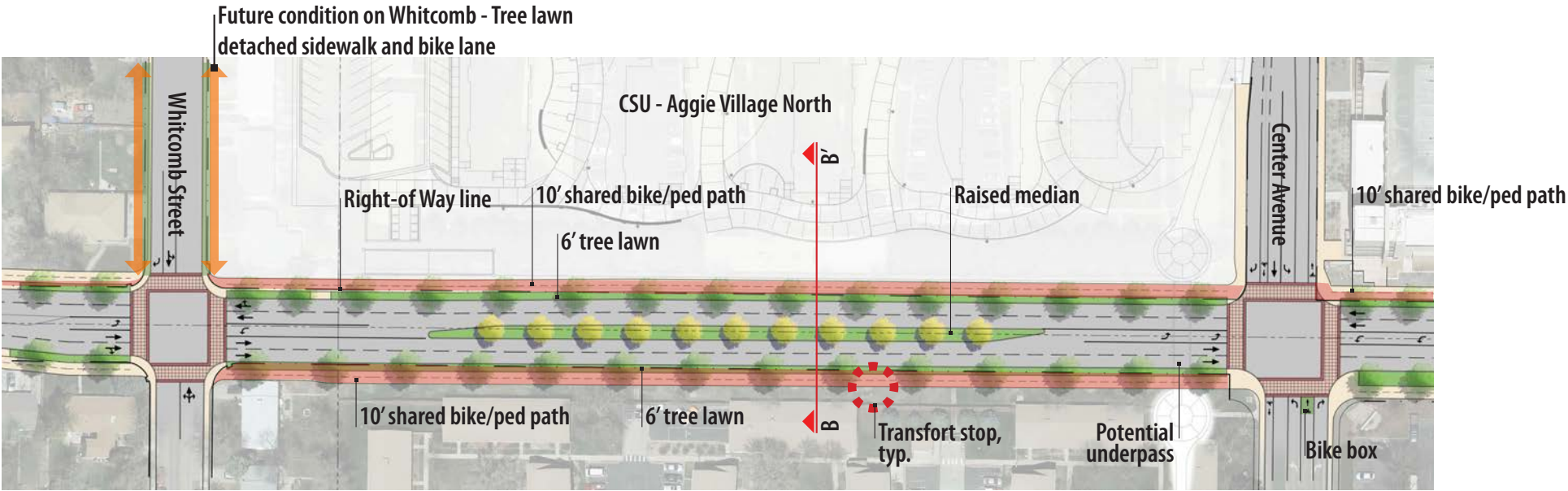


- Legend
- Potential Right-of Way dedication/acquisition
 - Pedestrian Way-finding
 - Transfort Stop



Shields Street to Whitcomb Street					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	10' Shared Path	10' Shared Path	Stops	14 Properties - High range	4 Properties - Low range
ROW Dedication/Acquisition Range					
Low = 0-5'		Medium = 5-10'		High = 10' and above	

Alternative C



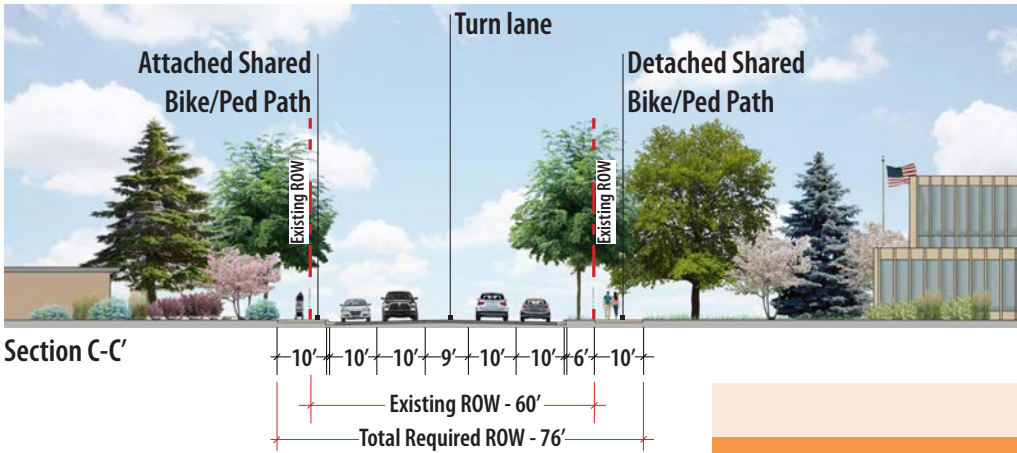
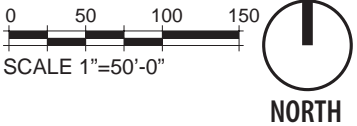
Whitcomb Street to Center Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes (Raised Median)	10' Shared Path	10' Shared Path	Stops	2 Properties - High range	2 Properties - High range
ROW Dedication/Acquisition Range					
Low = 0-5'		Medium = 5-10'		High = 10' and above	



Alternative C

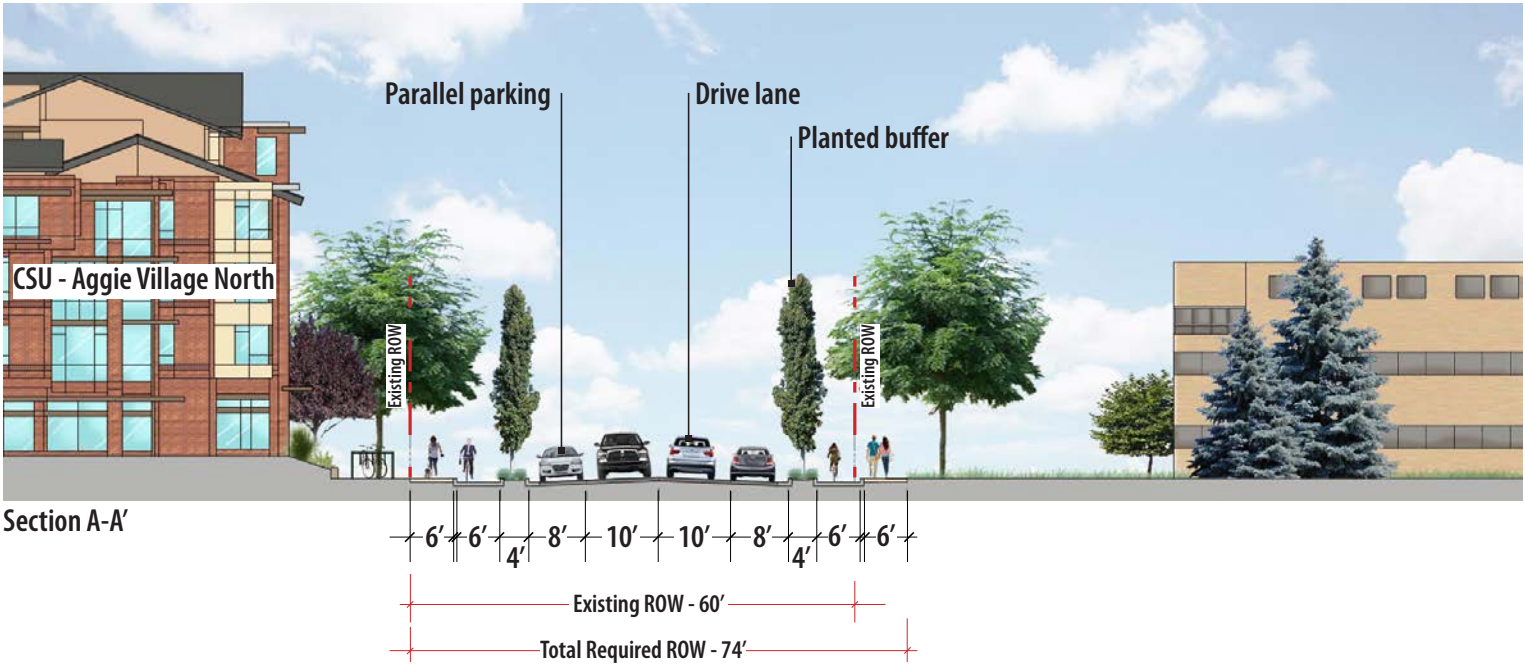
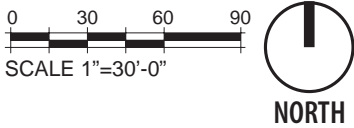
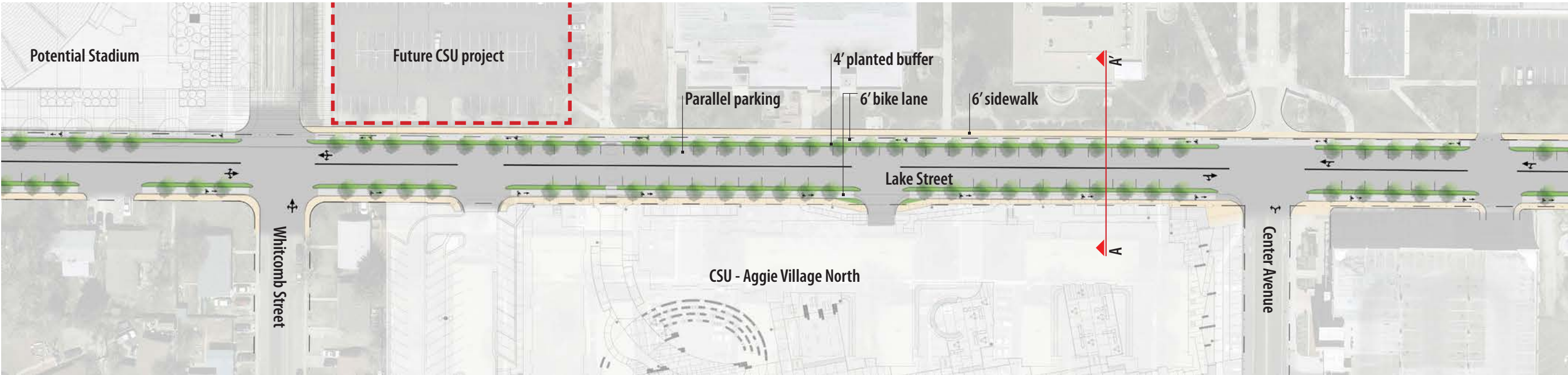


- Legend
- Potential Right-of Way dedication/acquisition
 - Transport Stop
 - Pedestrian Way-finding

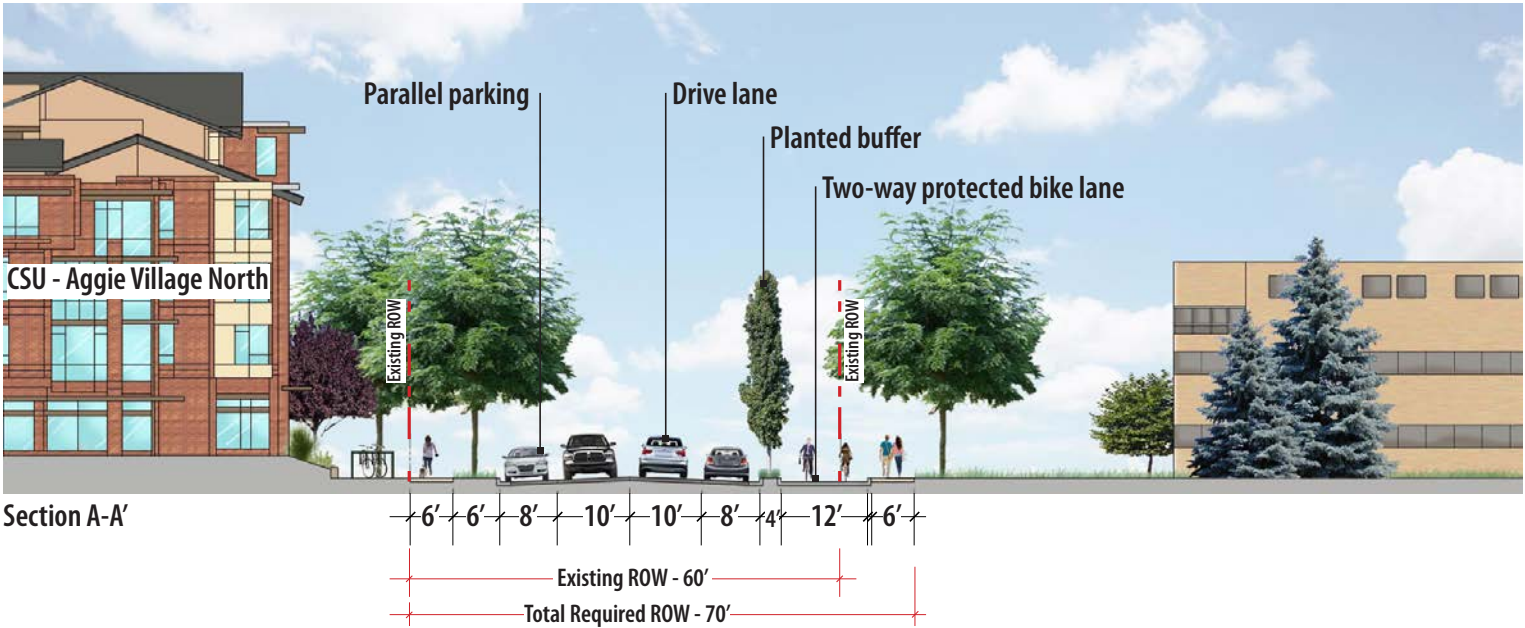
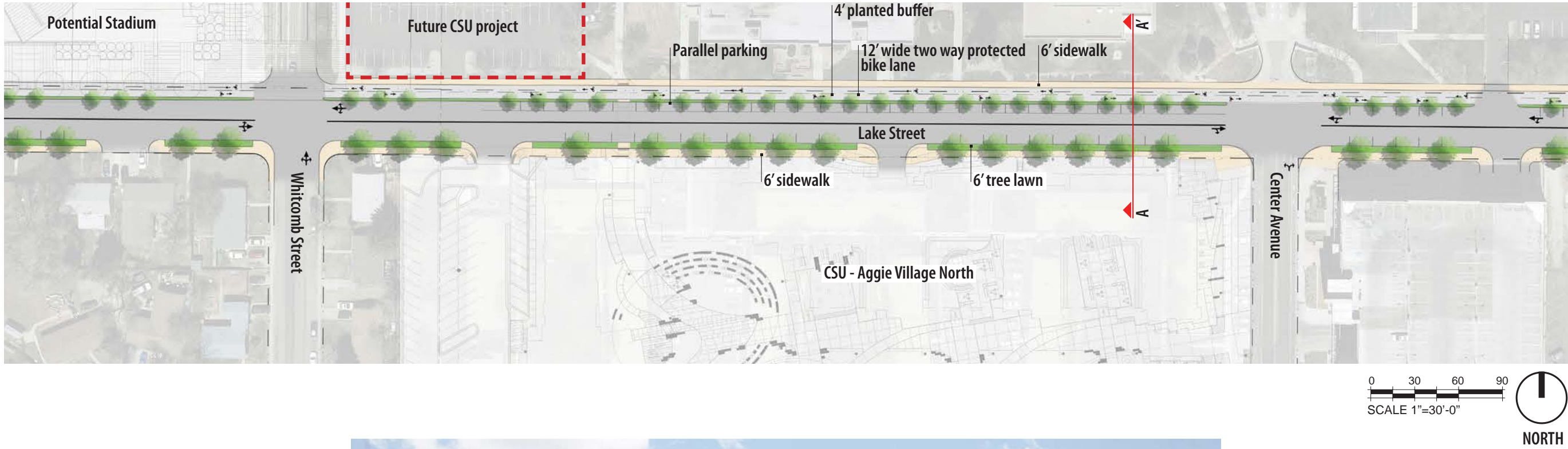


Center Avenue to College Avenue					
Motor Vehicle	Ped	Bike	Transit	Impacted Properties (North)	Impacted Properties (South)
4 Travel Lanes	10' Shared Path	10' Shared Path	Stops	11 Properties - Medium/High range	4 Properties - Medium/High range
ROW Dedication/Acquisition Range					
Low = 0-5'		Medium = 5-10'		High = 10' and above	

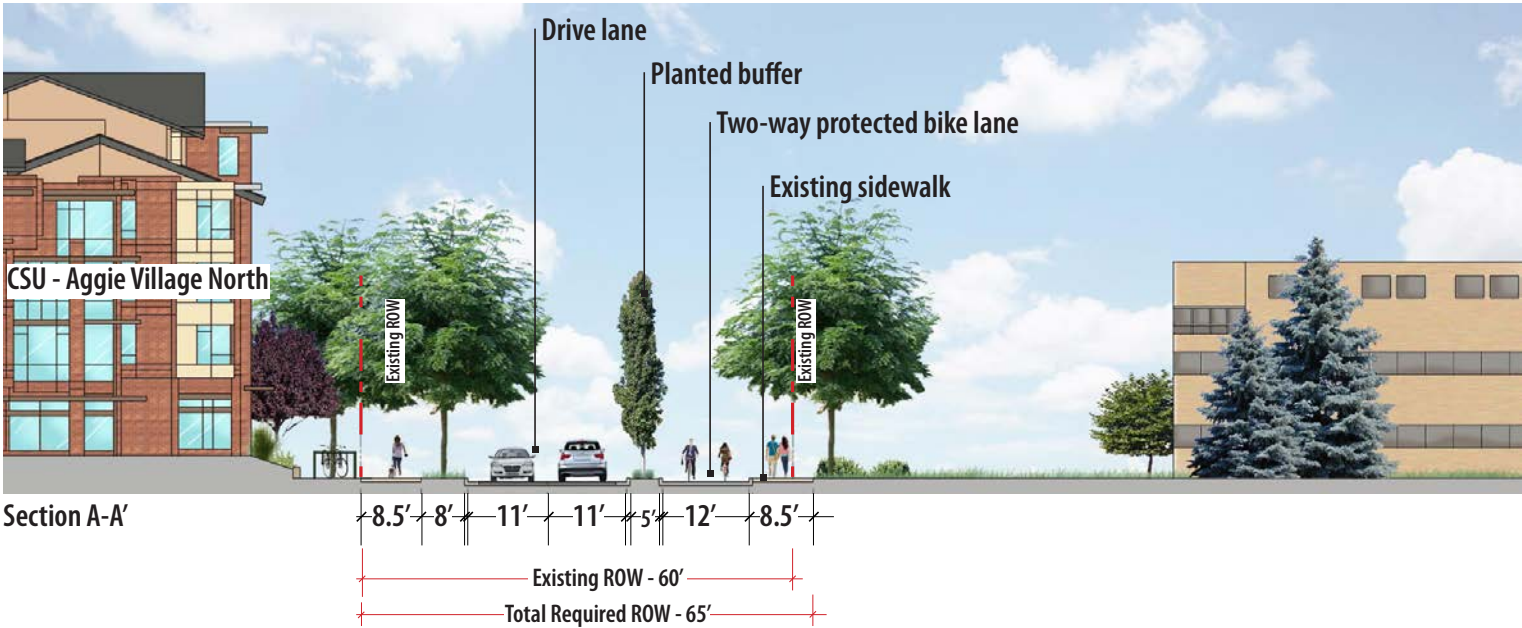
Alternative A - Protected bike lane both sides, maintain on street parking, 2 travel lanes - Maintain existing curbs



Alternative B - 2 way protected bike lane (north side only), on street parking, 2 travel lanes



Alternative C - 2 way protected bike lane (north side only), no parking, 2 travel lanes - Maintain ex. curbs



Next Steps in the Planning Process

- Refine materials for the 9/18 Open House and 9/22 Prospect Corridor Workshop
- Refine and evaluate Prospect Corridor Design alternatives
- Develop initial recommendations for policies, programs, land use considerations, action items, and priorities
- Ongoing public outreach

Comments

[illegible]

[illegible]

Comments

[illegible]

APPENDIX 1:

Stakeholder Committee Meeting #2 - Summary

Stakeholder Committee Meeting #2

West Central Area Plan
July 16, 2014 – 5:30-7:30 p.m.

Present

Sue Ballou
Susan Dominica
Becky Fedak
Colin Gerety
Per Hogestad
Ann Hunt
Greg McMaster
Kelly Ohlson
Tara Opsal
Steve Schroyer
Andy Smith
Logan Sutherland
Lloyd Walker
Nicholas Yearout

Absent

Rick Callan
Lars Eriksen
Carrie Ann Gillis
Jeannie Ortega
Jean Robbins

Staff & Consultants

Ted Shepard, Chief Planner
Amy Lewin, Transportation Planner
Rebecca Everette, Associate Planner
Clay Frickey, Planning Intern
Craig Russell, Project Manager (*Russell + Mills Studios*)

Notes

1. Introductions
2. Project Updates
 - a. Process and schedule update
 - b. Community outreach to date
 - c. Visioning Survey results
 - d. Existing and future conditions analysis
 - e. CSU on-campus stadium update
3. *Activity*: Draft Vision Review
 - a. Presentation of updated vision statements for the West Central Area Plan, including vision statements for:
 - i. Land Use & Neighborhood Character
 - ii. Transportation & Mobility
 - iii. Open Space Networks
 - iv. Prospect Corridor
 - b. The committee split into groups to discuss the vision statements and supporting materials. Each group focused on a different theme: Land Use & Neighborhood Character, Transportation & Mobility, Open Space Networks, and Prospect Corridor.

The groups rotated twice to discuss three different topics. The results of the discussion are presented below.

Vision Review Activity Notes

Land Use & Neighborhood Character

1. Comments on Land Use & Neighborhood Character Vision board
 - a. *Vision: Vibrant and diverse neighborhoods that provide a high quality of life*
 - i. Police sub-district in Campus West, fine grain
 - b. *New development that complements existing developments and accommodates future growth*
 - i. Replace “complements” with compatibility
 - ii. Can’t exceed height of tallest tree within 200 feet
 - iii. New development needs to be in scale - not like the Summit
 - iv. Height can be terraced and well designed, not imposing
 - v. Height is an issue
 - b. *Diverse residents and housing options*
 - i. Density needs capital improvements (etc.)
 - ii. Diverse residents vs. diverse housing
 - iii. Housing needs create impacts on neighborhoods
 - iv. Parking is a big issue, but is fine grain in nature
 - v. Livable community for all ages and incomes
 - vi. Pull diversity stats for the area since 1980, and get as fine grain as possible
 - vii. Need for diversity in the building stock in addition to complementing existing development
 - viii. We need to draw a line on diversity because 6 people crammed into one house ≠ diversity
 - ix. Hard to quantify the diversity of land uses in the area
 - x. Would like to see more ways to make the neighborhoods friendlier to aging in place
 - c. *Well-integrated campus community*
 - i. Add bullet for housing
 - ii. Historic preservation needs a bullet
 - d. Don’t see a circle that addresses student housing
2. Comments on Land Use & Neighborhood Character maps
 - a. Areas of Stability, Enhancement and Development map
 - i. May need further clarification and more categories
 - ii. Red areas need to be compatible with surrounding neighborhoods
 - b. WCAP is what % of total city population? Density is ___ d.u./acre?
 - i. Show that this area is the most densely populated in town
 - ii. Are we addressing the associated needs for police, fire and other services?
 - c. Diversity = social fabric and is positive

- i. Income
 - ii. Age
 - iii. Architecture
 - d. Trends/metrics over time and projections to the future
 - e. Student housing – on-campus preferred
 - f. Show historic properties/potentially historic properties
 - g. Need to link mobility with land use and character - Show this graphically on a map
- 3. Land Use & Neighborhood Character general comments
 - a. Photos are great but how do you quantify the vision statements?
 - i. Developers need #s in order for this document to be useful
 - b. Do historic structures fit into this framework somewhere?
 - c. I feel the visions are valid but we need to know what these vision statements mean in terms of implementation
 - d. Would like to see comments on the survey question about density
 - e. Need to acknowledge that a lot of people commute through the area
 - f. This area has always been changing and that is what makes it unique, would hate to see the plan lock down the area's character

Transportation & Mobility

- 1. Comments on Transportation & Mobility Vision board
 - a. Retrofitting streets, green streets, downgrading streets should be added to the vision statements and recommendations
 - i. This concept needs to be a very high priority for the plan
 - ii. E.g., Stuart Street, undoing mistakes on West Prospect (concrete medians, lack of landscaping)
 - iii. Avoid concrete facilities in the future
 - iv. Improve streetscape and attractiveness along streets in neighborhoods
 - v. Slow traffic down in neighborhoods
 - vi. Green streets, narrower streets, fundamentally reconfiguring certain streets
 - vii. Redesign streets with room for medians/boulevards, even in neighborhoods
- 2. Comments on Transportation & Mobility maps
 - a. Underpass on Shields
 - i. As an interim strategy, install a crosswalk to test a potential location for an underpass before committing to the investment
 - ii. Preference for an underpass at Elizabeth
 - b. Bike facilities
 - i. Bike lanes are needed on Shields from Laurel to Mulberry
 - ii. Bike lanes needed on both sides of Mulberry
 - iii. Mason Trail through campus is confusing
 - c. Other roadways that weren't highlighted on the map

- i. Constitution south of Prospect is a difficult road to get across, with blind corners, unsafe crosswalks, and so few locations to cross along the street – this needs to be added to the map
 - ii. Constitution & Scarborough and Constitution & Stuart both have issues
 - iii. Stuart and Constitution are collector streets that handle a lot of traffic, and need enhanced restriping, reinforcement of bike lanes, expanded sidewalks – simple, low-cost improvements
 - iv. Make sure boundary arterials (Taft Hill, Mulberry, Drake) get addressed and aren't neglected in the plan
 - d. Crossing improvements
 - i. Intersection of Shields and Prospect – need a better way to get people from Prospect to Lake, including better wayfinding
 - ii. Need more medians and pedestrian refuges
 - iii. Very hard to connect to Red Fox Meadows from north of Prospect
- 3. Transportation & Mobility general comments
 - a. What level of feasibility should you show in the plan? What is feasible now vs. in the future vs. may never be feasible?
 - i. Should show concepts that are feasible now in addition to those that may not be immediately feasible to reflect our aspirations for the plan and keep options open
 - b. Parking
 - i. More parking is needed within the transit-oriented development overlay zone to support new residential development
 - ii. To the extent we can, make sure CSU contributes their share and takes responsibility for their impact; they are not adequately addressing the problem now but are working on it
 - iii. The RP3 program in the Sheely/Wallenberg neighborhood has been very successful, and needs to be considered in other areas; lots at CSU won't be filled if there's free parking in neighborhoods
 - iv. There is a particular distance that students are willing to walk to campus from parking; test out this walking radius to determine potential boundaries for an RP3 program
 - v. Use a CSU shuttle out to Hughes stadium for parking storage, or add a stop to Hughes or another parking storage location on an existing bus route (e.g., the new route to Foothills campus)
 - vi. Parking is an issue that wasn't fully envisioned or addressed in the 1999 Plan
 - c. Funding
 - i. BOB 2.0 funding should focus on sidewalk improvements and fixing gaps throughout the West Central Area
 - d. Need a much better plan for maintenance of bike and pedestrian facilities, including snow removal, street sweeping, clean up, etc.
 - e. Make sure land use and transportation are integrated to better inform one another

- f. This area services the most intense use in town [CSU], and for its land use area it handles the largest load of population and transportation issues; this is the most critical area of the city to address

Open Space Networks

1. Comments on Open Space Networks Vision board
 - g. *Vision: A balanced, connected network of public and private lands for wildlife, plants and people*
 - i. Remove balanced and connected
 - ii. Balanced - needs to be more habitat emphasis
 - iii. Connected implies trails - focus on wildlife corridors
 - h. *Access to nature, recreation, and environmental stewardship opportunities*
 - i. Show neighborhood xeriscape projects as one of the bubbles
 - i. *Attractive urban tree canopy that supports habitat, character and shade*
 - i. Proactively plant trees before they die, e.g., Ash
 - ii. Parkway, medians, maintenance - replant
 - iii. Preserve trees during development, redevelopment
 - j. *Preserved and enhanced wildlife habitat corridors*
 - i. Pursue additional natural area acquisition
 - ii. Development allows established animal trail preservation
 - iii. Xeriscaping
 - iv. Native, low water use
 - v. City assume liability for trails
 - vi. No formal trails
 - vii. Maintain ditches through community projects

Prospect Corridor

1. Comments on Prospect Corridor Vision board
 - a. *Safe and comfortable corridor for all modes*
 - i. Need to acknowledge that the bike and pedestrian accommodations might happen on Lake instead of Prospect
2. Comments on Prospect Corridor maps
 - a. Coming from the west on Prospect, what are your choices/options for getting to Lake Street if there's no bike lane or safe crossing on Prospect?
 - i. Need to create north-south linkages at or near the intersections, as it's a hard intersection for a bike to make a left turn (Prospect & Shields)
 - ii. Take advantage of CSU/CSURF land in the area
 - b. Need to view how Prospect connects to the rest of the area from land use, mobility, and open space perspectives
3. Prospect Corridor general comments
 - a. Concern about how Prospect west of Shields will be addressed in the plan

- i. This stretch has its own issues and shouldn't be neglected in the planning process
- b. Is Prospect, as it is now, too constrained to accommodate new development according to City standards?
- c. Anything that could be done on Prospect would just be dressing it up and wouldn't be able to fully address mobility for all modes
 - i. Lake Street is critical to making things work
 - ii. Properties in between Lake and Prospect should be developed in a way that addresses both streets
 - iii. Can't accommodate all modes on Prospect
- d. Quantify the potential buildout of the high-density mixed use zoning district between Prospect and Lake
 - i. Historic properties inhibit buildout of the HMN zone
 - ii. Need to be able to achieve our larger community goals, rather than allowing a single historic property to limit development
- e. Feeling that the City's hands may be tied on Prospect in terms of acquiring new right-of-way
- f. If additional bike and pedestrian facilities area added, they need to be very well-maintained, particularly in regard to snow and ice removal in the winter, since it's already a problem all along Prospect
- g. Expand the Around the Horn campus shuttle to Lake Street with 5-10 minute headways

Overall Comments on Draft Vision

- 1. Housing was one of the primary topics in the 1999 West Central Neighborhoods Plan, and needs to be more strongly emphasized in the updated vision for the West Central Area Plan
- 2. These vision statements are general concepts, and a lot more specificity is needed to expand upon and explain these concepts
 - a. The 1999 Plan had much more fine-grain detail
 - b. The 1999 Plan is still mostly valid, including the goal statements, and should be heavily incorporated in the updated plan
 - c. The appendices of the 1999 Plan provide important context and should be incorporated in the updated plan, perhaps as appendices once again

APPENDIX 2:

West Central Area Plan - Final Vision Statements

We aspire to achieve:

LU
1

Desirable, safe, and affordable neighborhoods that are a source of pride



Well-Maintained Properties,
Respectful and Quiet
Neighborhoods



Community Involvement



Attractive Street Appearance

LU
2

Conveniently located parks, trails, open space, services, and employment



Neighborhood Market



Retail and Personal Services



Parks and Open Space

LU
3

New development that is compatible with existing development and accommodates future growth



Attractive, Well-Designed Multi-
Family Housing



Neighborhood Design Standards



Historically Significant Structures

LU
4

A range of ages and incomes and a variety of housing options



Multi-Generational and Multi-
Family Housing



Single-Family Houses



Affordable Housing

LU
5

Well-integrated campus community



Good Neighbor Initiatives



Mixed-Use Development



Parking Solutions

LU
6

A collaborative design process that respects neighborhood concerns



Collaborative Dialogue with
Neighbors



Sensitivity to Historic Character



Emphasis on Quality and Design



We aspire to achieve:

T
1

Safe routes to school, CSU, and other major destinations



Safe, Comfortable Options



Safe & Convenient Street Crossings



Comprehensive & Connected Network

T
2

Safe, reliable, arterial streets that are easy to cross and serve residents and commuters



Improved Intersections and Underpasses



Effective Balance of Modes



Safe Crossing Distances and Improved Visibility of Users

T
3

Option for residents to live without a car



Walk



Bike



Ride

T
4

Reshaped and retrofitted streets that meet the needs of all ages, abilities, and modes



Landscaping Along Streets



Enhanced Bike Facilities



Traffic Calming Measures

T
5

Safe and efficient travel by car with adequate, convenient parking



Multi-Family Parking Areas and Shared Parking Arrangements



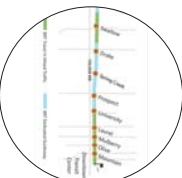
Traffic Safety and Efficiency



Neighborhood-Wide Approaches

T
6

Improved transit service and convenient stops



Improved Frequency and Connections



Convenient Access to Destinations



Improved Bus Stops

T
7

Easy access to transit (including MAX)



Access To and From Neighborhoods



Safe and Effective Infrastructure



Connections Between Modes



We aspire to achieve:

OS
1

Access to nature, recreation, and environmental stewardship opportunities



Network of Multi-Use Trails



Educational Opportunities



Neighborhood Parks, Community Gardens, and Xeriscape Projects

OS
2

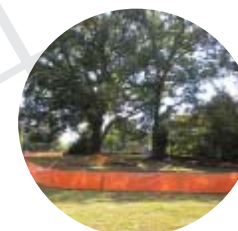
Attractive urban tree canopy that supports habitat, character, and shade



Residential Tree Canopy



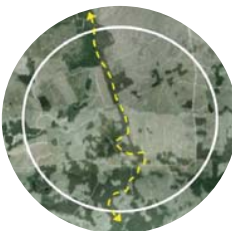
Street Trees and Median Improvements on Major Streets



Tree Preservation During Redevelopment and New Development

OS
3

Preserved and enhanced wildlife habitat corridors



Habitat Connectivity



Native Habitat Enhancement and Restoration



Habitat Protection Along Irrigation Canals/Ditches

OS
4

Comprehensive and ecological approach to stormwater management



Road-Side Treatments and Medians



Neighborhood Detention and Habitat



Ecologically Healthy Stormwater System



VISION

Attractive and functional, well-integrated, mixed-use corridor that serves the mobility needs of nearby neighborhoods, CSU, and the community

We aspire to achieve:

T
1

Safe and comfortable
corridor for all modes of
travel



Well-Marked Bike Facilities



Comfortable Sidewalks



Traffic Safety and Efficiency

T
2

Safe crossings



Automatic Detection of Cyclists at
Intersections



Pedestrian Refuges



Grade Separated or Enhanced
Crossings

T
3

Attractive gateway to
campus, downtown, and
midtown



Welcoming Intersections



Gateway Treatments



Street Trees and Medians

T
4

Seamless connection to
MAX



Walk



Bike



Ride

APPENDIX 3:

West Central Area Plan - Draft Introductory Text (Lloyd Walker)

Introduction to the West Central Area

The West Central Area consists of several individual neighborhoods that have been grouped together for broader planning purposes. The boundaries of the “L” shaped planning area are as follows: Mulberry Street on the north, Shields Street and the Burlington Northern/Santa Fe Railroad Tracks on the east, Drake Road on the south, and Taft Hill Road on the west. The Area wraps around the Colorado State University’s (CSU) main campus on the west and south. If neighborhood is defined as an area having some distinguishing set of common characteristics, there are as many as seven neighborhoods included within the West Central Area Plan boundaries. The bounding arterial streets and railroad have existed in substantially unchanged form and location throughout the area’s development, as has the CSU main campus. These significantly influenced the Area’s land use and character in the past and are expected to continue to do so in the future.

The area is a mix of older and newer neighborhoods that have evolved over 150 years of incremental development. Most of the land covered by the West Central Area Plan, until very recent decades, was devoted to agriculture. Now, due to rapid growth of the community over the past 50 years, the planning area has reached differing stages of urban development and is considered a core area of the City, as newer developments surround it on the south and west.

Because of its mix of age, origins, and uses, the planning area does not reflect any composite character. Instead, individual parts of the area have characteristics that may be defined as separate neighborhoods. However there may be opportunities to create some semblance of character that applies to the entire area, particularly with respect to the area's unique relationship to Colorado State University. Regardless of other planning efforts, the University is, and will remain, a predominant influence on the area's character. The main campus of Colorado State University adjoins and anchors the northeast corner of the planning area. Its influence is felt in several different ways, including:

- The need for housing and services proximate to the campus;
- The negative impact as a physical barrier to efficient transportation and utility patterns;
- The release of large acreages of the former farm campus for private development;
- The generation of much of the area's population and postwar growth of this population – students, faculty, staff, employees of related agencies, and families of these groups;
- The wide cultural diversity the University provides; and
- The University's role as the principal economic contributor to the area.

Given the nature of the planning area's development and its existing ambiguous character, a major challenge in the planning process is to envision a coherent future character. Such a vision initially suggests that the following be determined:

- What is good about the area's characteristics that should be preserved
- What can be added that will improve the current state of the area and allow it to function better
- And what facilities within the area have outlived their usefulness under present or projected conditions and should be revamped for future use.

A significant fact relating to the present and future character of the West Central Area is its population density. The area has the highest population density of any area in Fort Collins. The resident population is approximately 20,556¹. With a land area of approximately 3.6 square miles, the average density of these neighborhoods and the contiguous residential portions of CSU's campus is about 5,710 residents per square mile. This means that the area presently houses about 14.2% of the City's entire population (144,329¹) on 6.7% of its total land area². The recent addition of higher density multi-family developments designed to accommodate students will continue as Colorado State University enrollments grow and City policies encourage population concentrations in core areas. Accommodating this growth will require providing a higher level of support services (police, fire, emergency medical, commercial and retail) and infrastructure (utilities, storm water management, open space, parking and all modes of transportation – transit, vehicle, bicycle and pedestrian). Increasingly intense usage will be the result of projected growth and this growing intensity will influence the area's neighborhoods in the future. Such intensity will be challenging. Therefore, the West Central Area Plan must assure the standards and guidelines for such intensity will be explicitly drawn and rigorously implemented. Wisely conceived and carried out, this Plan can make the West Central Area a paradigm for the positive character the City hopes to achieve in all of its neighborhoods.

Current Situation

The following section provides a context for the West Central Area Plan by providing historical perspective and current circumstances.

Land uses in the planning area have been shaped historically by several forces: the original agricultural utilization; incremental expansion of the city; Colorado State University's growth as well as its divestiture of large blocks of its farm campus for private development; increased residential, commercial, and institutional development following World War II; and continuing

¹ U.S. Census Bureau. (2012). *American Community Survey*. Accessed from: <http://factfinder2.census.gov/>

² Note: The figures provided here differ from those provided in the 1999 West Central Neighborhoods Plan (Chapter 1, Page 3). The previous plan relied on a different data set, which included the CSU Main Campus in its population estimates. The population data shown here do not include the resident student population on the CSU campus, which is located outside the West Central Area.

promotion, with increased regulation, of the area's growth to provide needed core area city services. It is these forces, acting jointly or sometimes in conflict, that have forged the character of the area's individual neighborhoods.

The planning area is largely comprised of subdivisions and more recently approved planned unit developments. There are about 75 of these separate planning units. The earliest of these dates to 1911, but only three were planned before World War II. Two more were originated in the late forties, 16 in the fifties, 10 in the sixties, 12 in the seventies, 13 in the eighties, 8 in the nineties and 9 since 2000. These were platted and sometimes built as a unit, giving them some unity of characteristics within the subdivision or planned unit development. Such unity of character remains evident to a greater or lesser degree in most of this developed land however there is little coherence on a broader level.

Older sections of the planning area contain a wide diversity of land holdings, many still showing their farm or suburban origins. Highly disparate parcel sizes may exist within the same neighborhood, ranging from typical city lots to parcels of several acres. Some of the older, larger parcels are not included in the subdivisions and planned unit developments in the area which comprise over 90 percent of the land in private use. Accepting the present City planning philosophy that favors concentrating population densities in the city's core areas, many of the properties in older areas are underutilized; however, the value of lower-density spaces among higher-density concentrations and the resulting open space is also prized in contemporary urban design.

CSU has a policy of housing only 30 percent of its students, which means that the remaining students must find housing elsewhere in the city. This results in conversion of many of the planning area's affordable dwellings into rental units owned by absentee investors. This circumstance often leads to short-term occupancy and the associated problems of behavior, differing life styles, and over-occupancy with little or no landlord accountability for conduct of the tenants or maintenance of the property. Another result is the pricing of families out of this affordable housing market. A continuing effort must be made to find ways to make owners and tenants of such rental properties accountable, as a means of stabilizing and enhancing the character of these neighborhoods. The effectiveness of such an effort is evident in neighborhoods with residents actively involved, which, with the help of City agencies – Police, Code Enforcement and Neighborhood Services – are beginning to stabilize through strict adherence to neighborhood quality of life ordinances including the occupancy ordinance. Observations by neighbors, the Police and City Council members indicate that the occupancy ordinance in particular is working effectively.

The planning area's private sector services have largely developed without any coordinated planning. Whether the services were actually needed or appropriate for the area was left to the

developer's judgment and the availability of financing. Some of the ventures have enhanced the character of the West Central Area: the Centre for Advanced Technology, the Raintree Plaza, and the Spring Creek Medical Center. However, a major grocery store that was intended to anchor Raintree Plaza did not materialize and the Steele's Market in the Centre failed, leaving the interior section of the area without such service within convenient walking or bicycling distance. The Centre for Advanced Technology provides several developments which offer major space for functions directly related to CSU's mission, along with necessary commercial services and housing to support those functions. Later redirection of the Centre's development to provide comprehensive services for senior citizens, while it diverges from the original intent, also seems to fit well within the area's traffic limitations and proximity of the City's Senior Center. Coupled with the concentration of health care facilities nearby in the Spring Creek Medical Center, this area is beginning to develop a defined character of its own with services useful to the area's residents as well as others. Most private sector service facilities have been planned and approved one at a time or in small combinations. The private sector needs determined by area residents must be reflected in the standards and guidelines that implement the West Central Area Plan.

There are a number of important historic homes and one historic district in the area, some associated the important persons in our city's history (Judge Coffin, Ted and Margaret Blevins). The Sheely neighborhood was recently accorded historic district designation due to its mid-century modern architecture. In addition a large number of houses will soon be eligible for historic designation by virtue of their age. The West Central Area plan has an opportunity to creatively preserve, repurpose and enhance historic housing as a positive element in the area character.

Open Space is a notable amenity of the West Central Area. The area's community park, neighborhood park, community garden and several natural areas will become more important as the population grows and these resources are more intensely used. The plan must preserve the air, water and visual quality of these amenities, improve access and creatively expand and enhance open space in overlooked locations such as streetscapes, trails, street medians, irrigation waterways and storm water retention basins. Examples of this approach, accomplished by the cooperative efforts of neighbors, CSU student volunteers, the Poudre Fire Authority (PFA) and City departments including Stormwater, Parks, Forestry and Natural Areas include:

- The Elk Meadow Natural Area at PFA Fire Station Four at Drake at Taft Hill Road which is owned and managed by the Poudre Fire Authority for storm water management and wildlife habitat and accessed by the Spring Creek Trail.

- Red Fox Meadow Natural Area. After the 1997 flood exposed deficiencies in storm water management in the area, the CIPO project corrected these deficiencies as well as developing and enhancing Red Fox Meadows as wildlife habitat accessible from adjacent neighborhoods by multi-use trails established along the maintenance tracks of the two irrigation waterways traversing the site.
- Scarborough Garden at the Scarborough Drive access from the Rolland Moore West Neighborhood to the Spring Creek Trail and Rolland Moore Park. This small parcel provides a wildlife and people friendly landscape of native plants.
- Enhancing the plant diversity and wildlife habitat of the Storm Water department created wetland in Ross Natural Area.

Prospect Road is an early transportation corridor developed in an agricultural setting. Early, incremental housing development along this corridor constrained its right of way which is inadequate to meet current transportation needs. Since it is desirable to provide a safe, unencumbered traffic flow along this arterial, it will be necessary to creatively develop a solution which takes into account the needs of all modes of movement and safe crossings – vehicles, transit, bicycles and pedestrians.

There are also larger transportation issues throughout the area regarding the condition and adequacy of sidewalks, bike trails, bike paths and collector streets. These include discontinuous, unconnected sidewalks, lack of safe street crossings and inadequate and outdated collector street striping and lack of sufficient traffic calming measures.

Parking is a constant theme arising from recent neighborhood tours and open houses. The Transit Overlay District (TOD) which includes parts of the West Central Area is proving problematic. An already stressed parking situation is further stretched by the TOD and recently completed higher density housing. Permits and other parking solutions presently implemented in some neighborhoods are proving to be effective and should be expanded.

Captured Visions

The West Central Area Plan is being revised and has conducted a variety of outreach programs to gauge the concerns of the residents. The following presents visions captured from the open houses, tours and surveys conducted in this plan revision process:

Assistance of City agencies – Police, Code Enforcement and Neighborhood Services- is increased in neighborhoods which continue to be impacted by the negative results of the university's and City's housing policy and growth. Locate a Police sub-station within the West Central Area

New developments are compatible with, complementary to, and respectful of significant historic properties. Replicate the historically significant craftsman architecture of the houses on the

north side of Prospect between Shields and Whitcomb as the parcels between these homes develop and redevelop.

New commercial development and redevelopment provides more serviceable, attractive and needed elements including gathering places and a grocery store.

Open space networks are enhanced while creating a unifying West Central Area character by planting native and adapted trees, shrubs and wildflowers along trails, streets and in created planting bed street medians. In this fashion arterial streets can unify the area rather than serve as obstacles and barriers. Recent open space additions along Spring Creek Trail are Elk Meadow Natural Area at PFA Fire Station Four and Scarborough Garden.

Storm water is creatively managed for storm runoff retention, wildlife habitat and recreation. Red Fox Meadow Natural Area serves these multiple purposes and is accessed by a multiple use trail along the New Mercer Irrigation Waterway

Pedestrian sidewalks and bike trails are continuous, connective, well-maintained, safe for both travel and crossing and enhanced for recreational and commuter movement.

Traffic calming is installed on collector streets through various methods including radar speed indicators, speed bumps and re-striping to reflect current vehicle and bike lane standards as recently completed on west Stuart St.

A Lake Street/Prospect Road couplet between Shields and the BNSF tracks improves movement of all modes: Prospect Road serves primarily vehicles and transit; Lake Street becomes a bicycle boulevard and enhanced pedestrian way.

Continue expanding permit parking and other solutions which are proving to be effective in correcting parking problems created presently by the Transit Overlay District (TOD) policy, recently completed higher density housing and plan for future needs due to growth.

The West Central Area is becoming a place of choice for a diverse population wishing to live in a convenient location for access to Old Town, CSU, employment, recreation, schools and services.